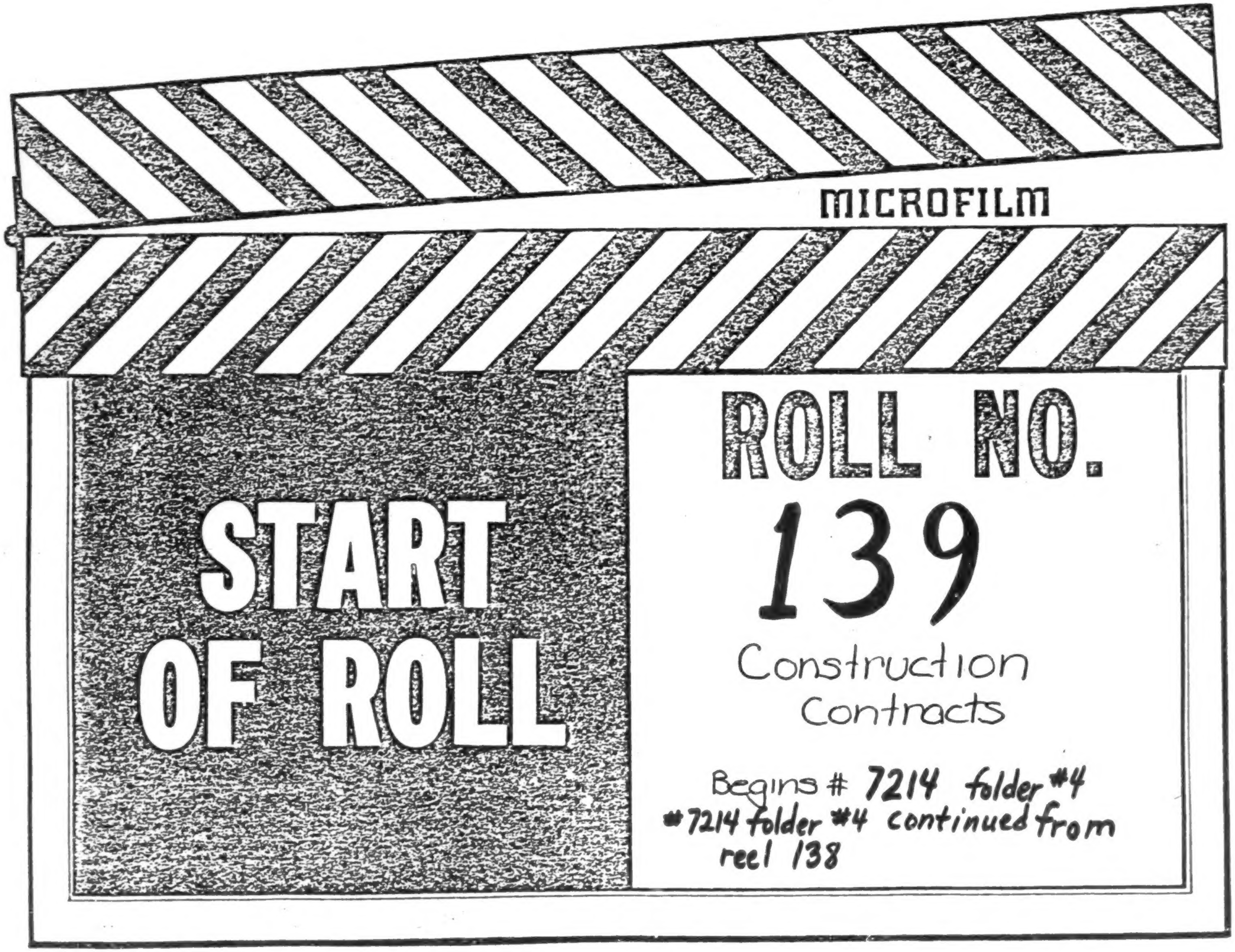


START OF ROLL

ROLL NO.

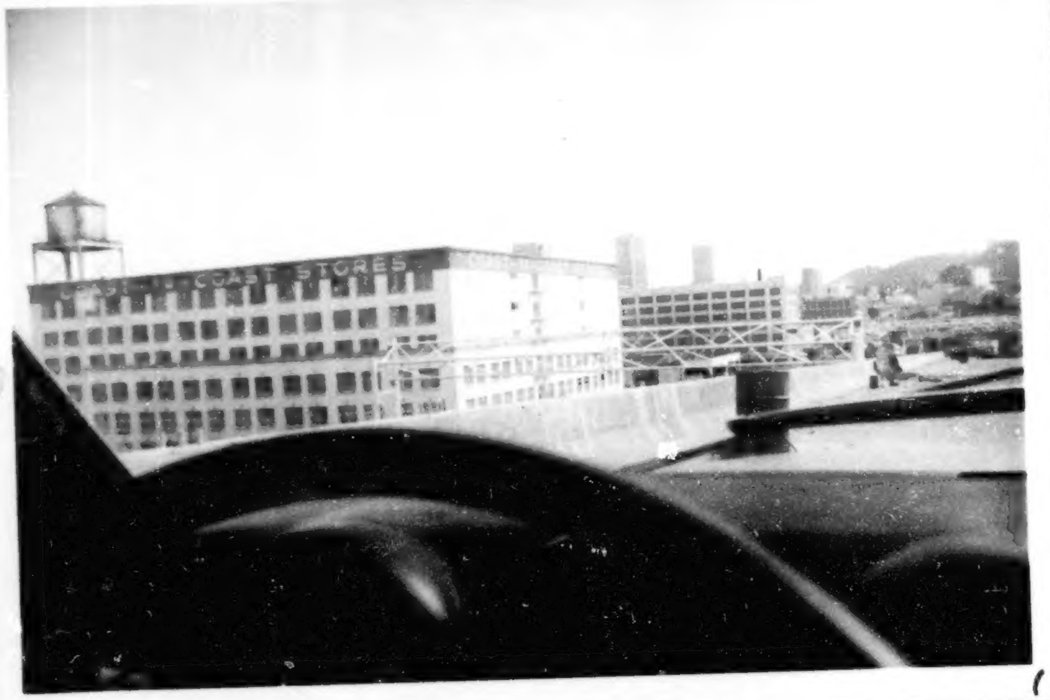
139

Construction
Contracts

Begins # 7214 folder #4
#7214 folder #4 continued from
reel 138

I-405-8(20) W. Fremont Interch. Section 1970
303 Stadium Frwy. in Portland (Grad., pav.
#7214 struct., sign. & illum.) Folder #4

C&A 3678
3828
4366



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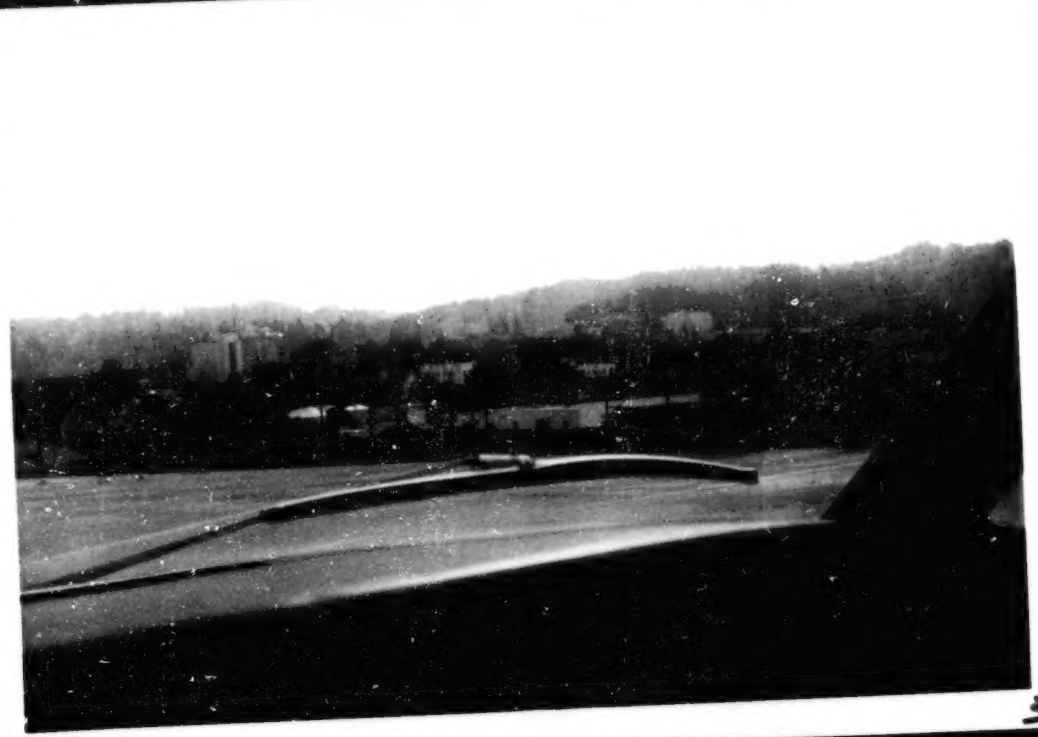

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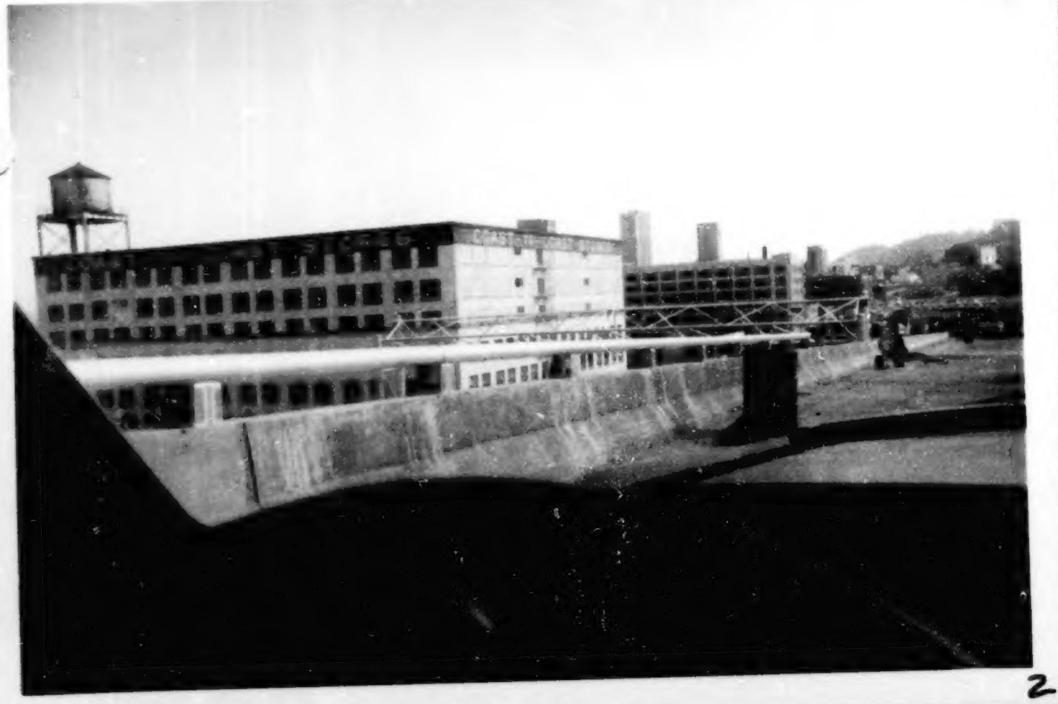

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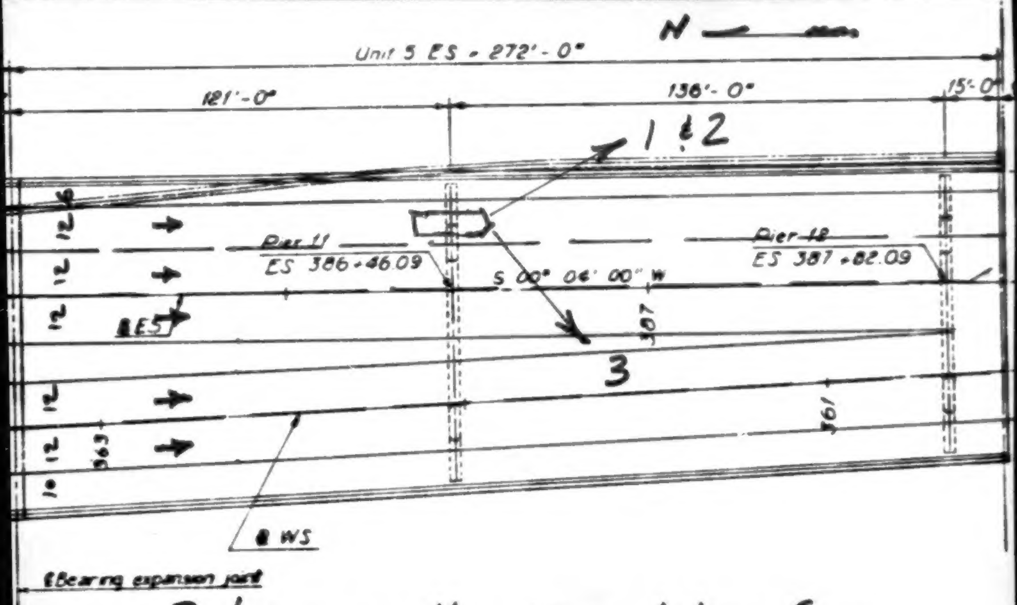

Pictures on this page taken from
the above position

Prefix of Contr. No. [redacted] 7214
Job Name W. Fremont
Date 9/8/71
Sta. No. ES 386+46
Photo By J.H.
Negative filed
Remarks @ Pier 11

applies
to all
3 photos
from this
page

3

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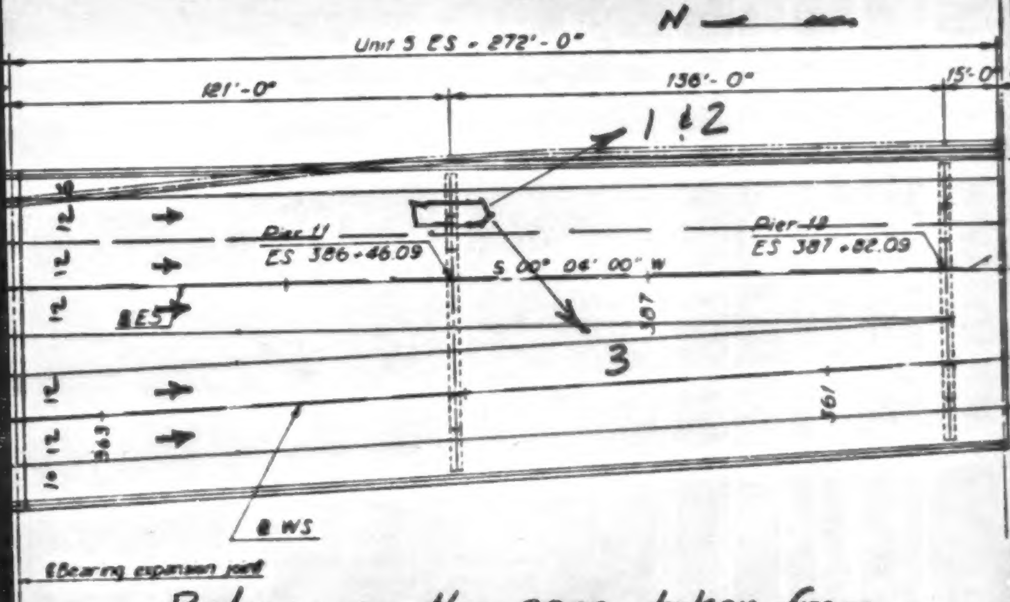

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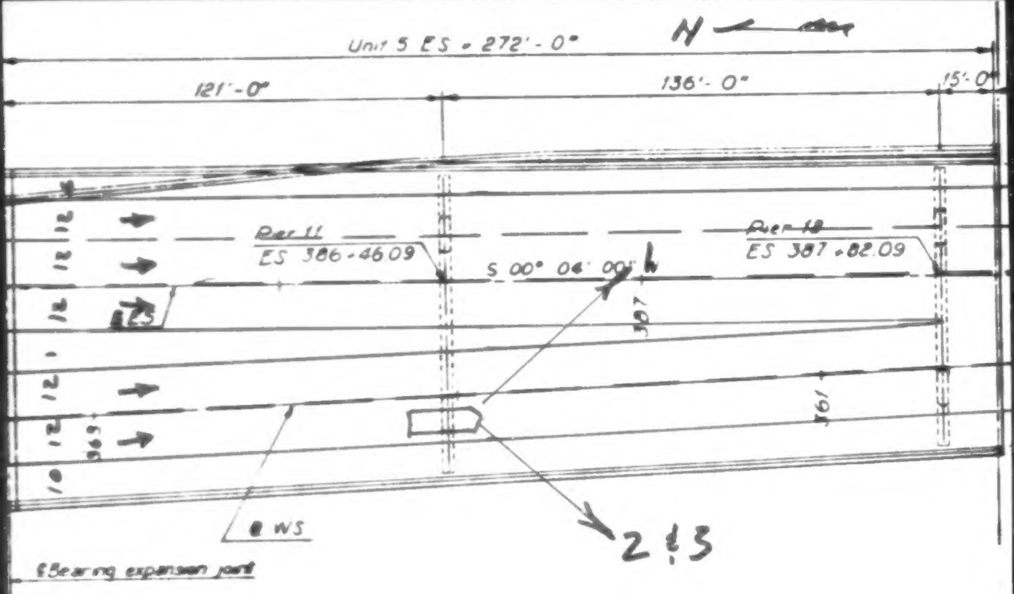

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Prefix or Contr. No. [illegible]7214

Job Name W Fremont

Date 9/8/71

Sta. No. ES 386+46

Photo By JH

Negative filed

Remarks Pier 11

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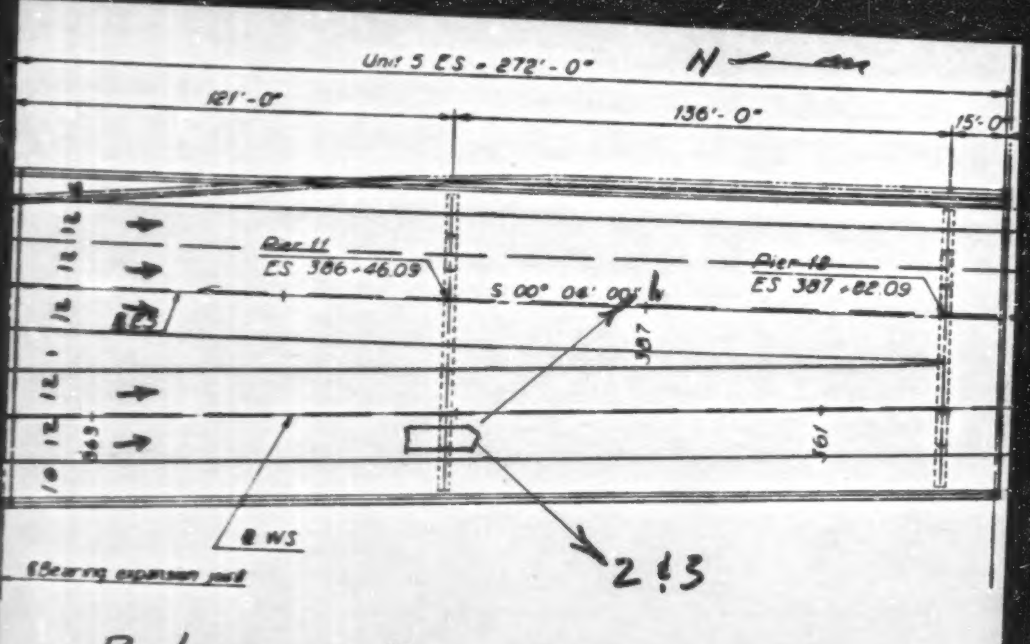

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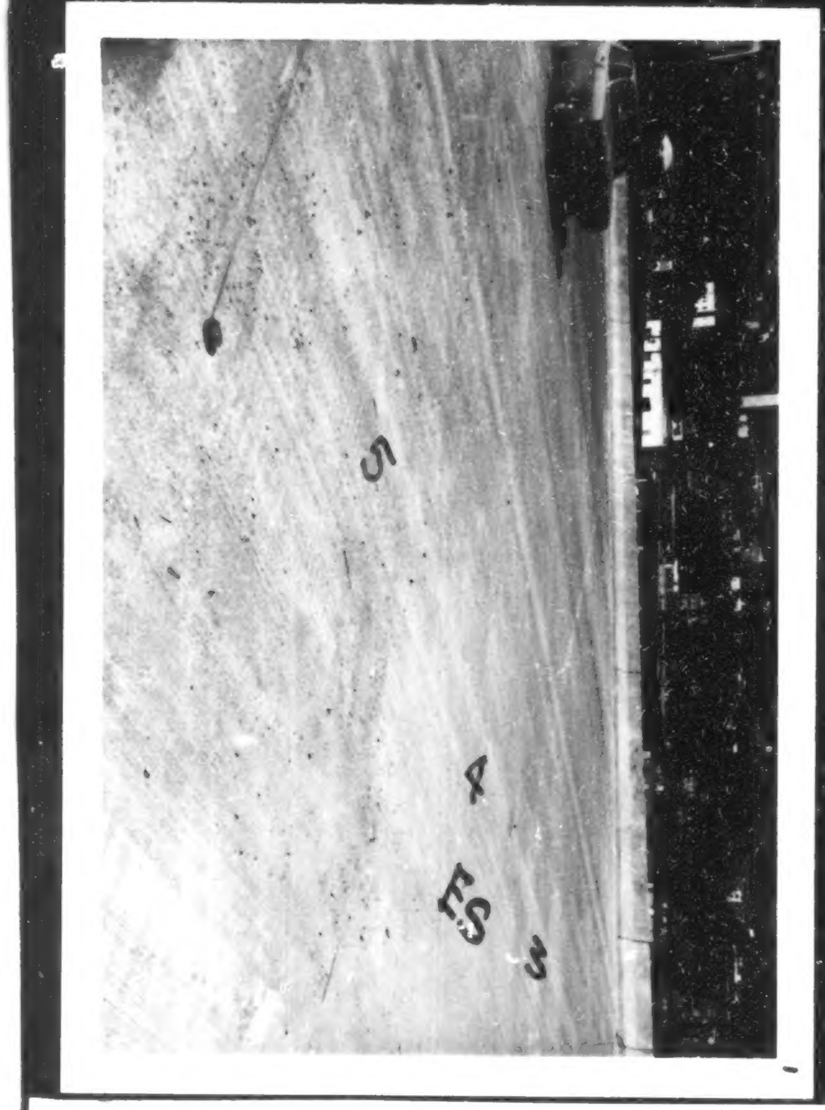
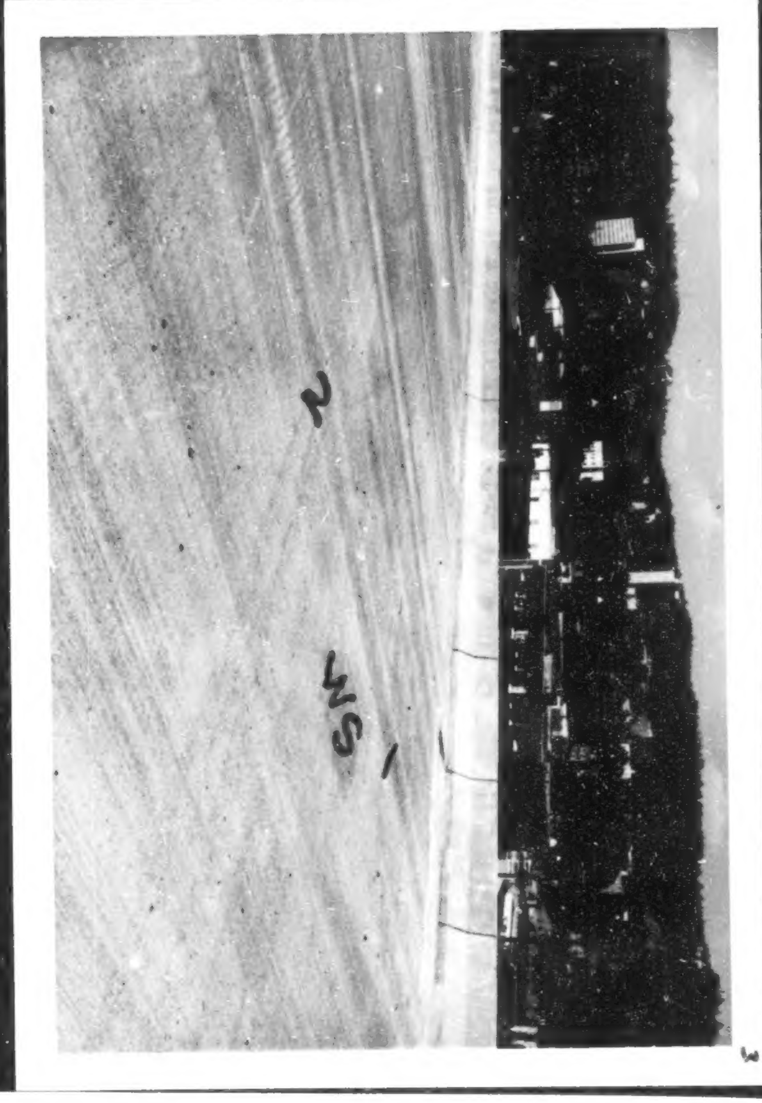
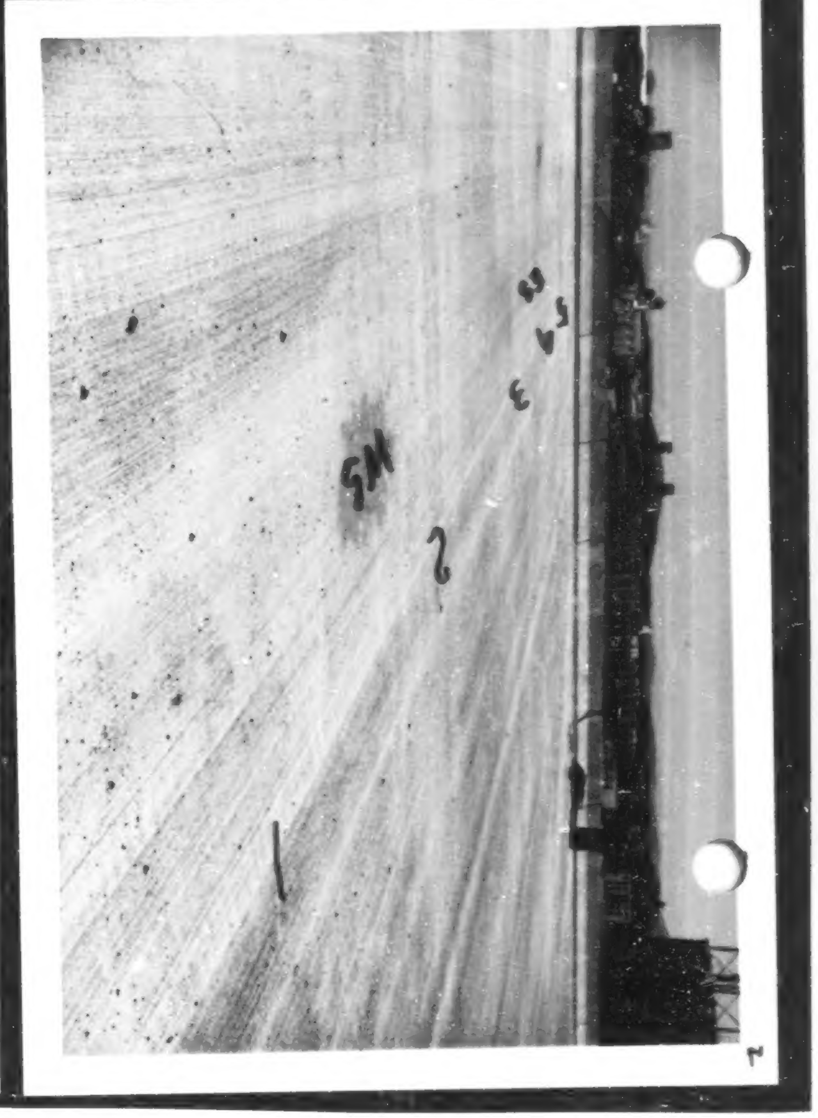
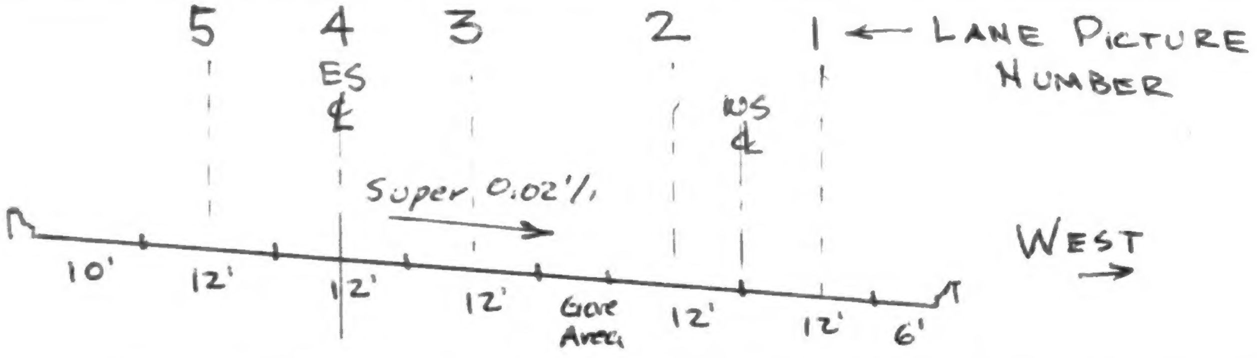








"ES" UNIT 5

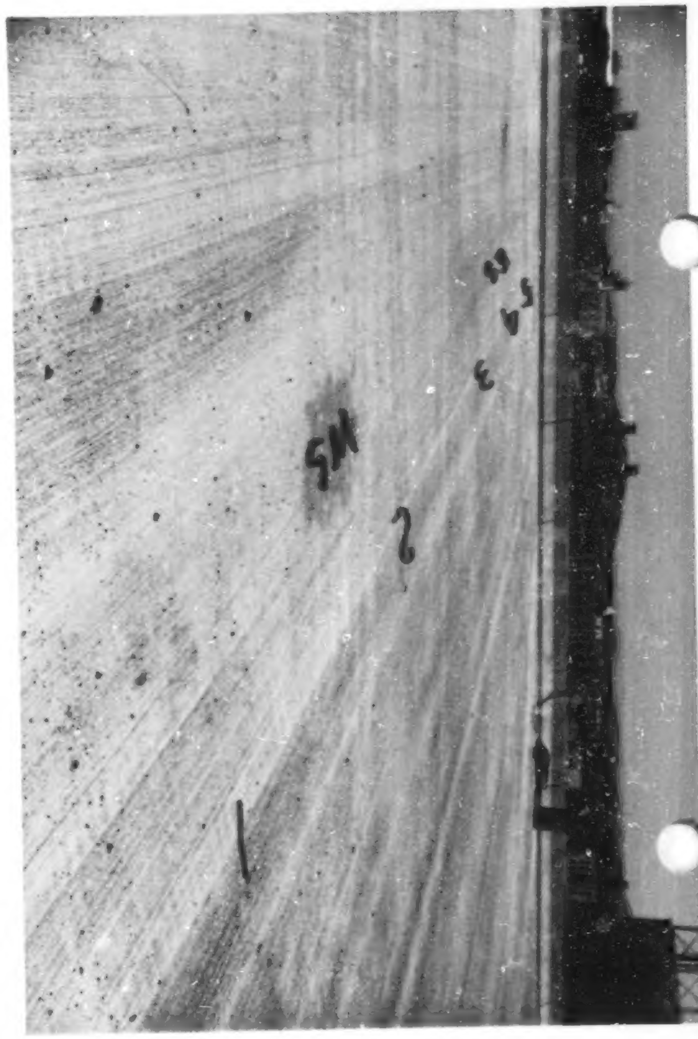
PIER 11 Sta ES 386+46

Super = 0.02'/1 to west

Height of Str = 63ft'

"ES" UNIT 5

PIER 11 Sta ES 386+46
Super = 0.02'/' to west
Height of Str = 63ft'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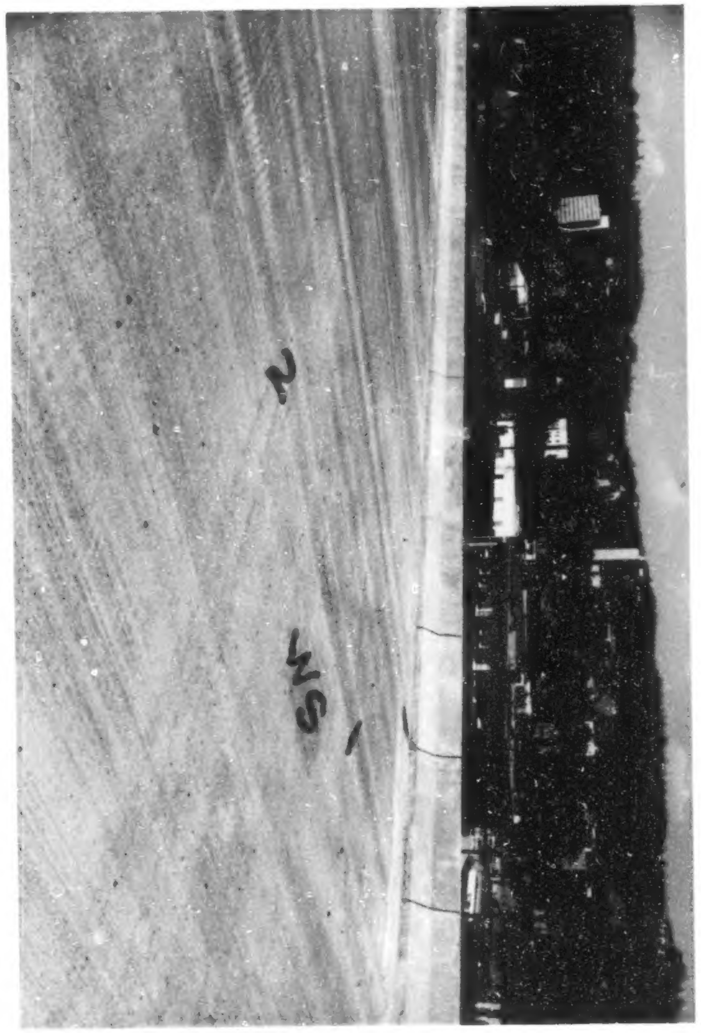
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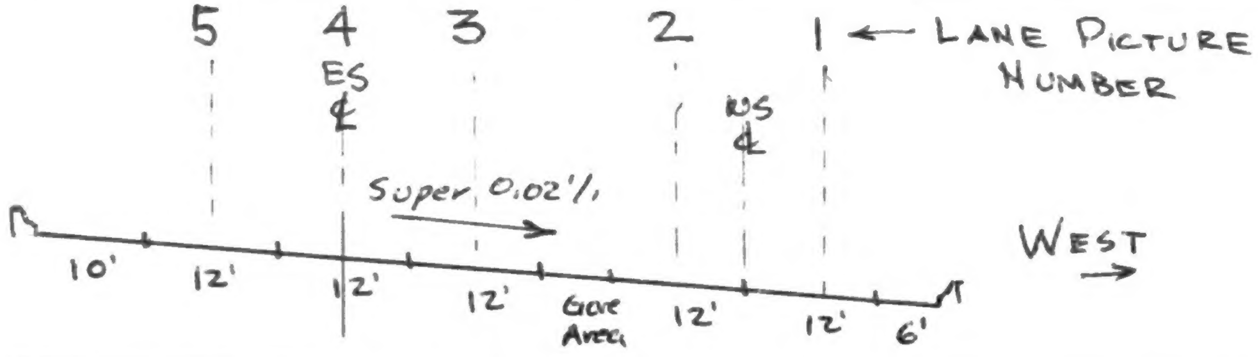
7219
W. Fremont
8-16 71
ES 386+46
J.H.

Remarks



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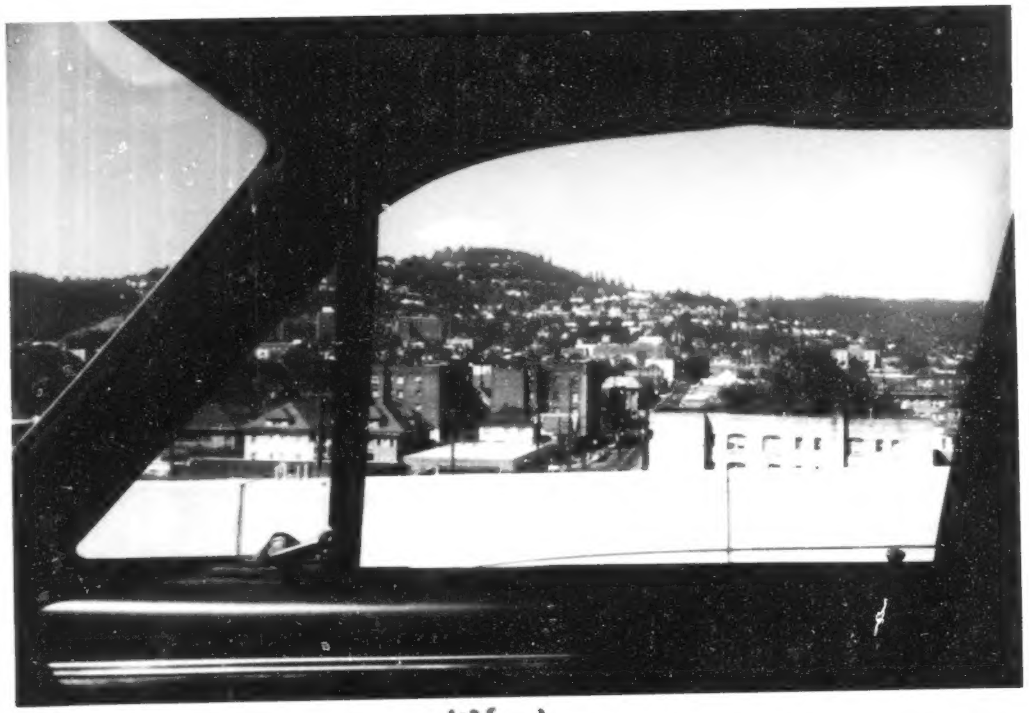

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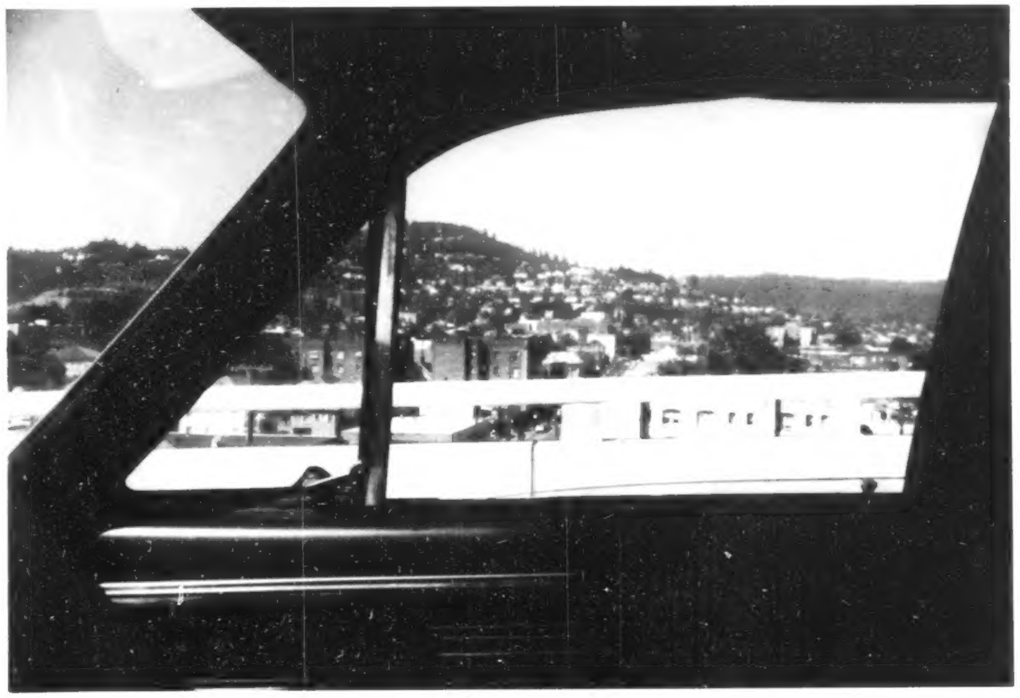

WS 1

7

WS 2

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WS 2

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72.14

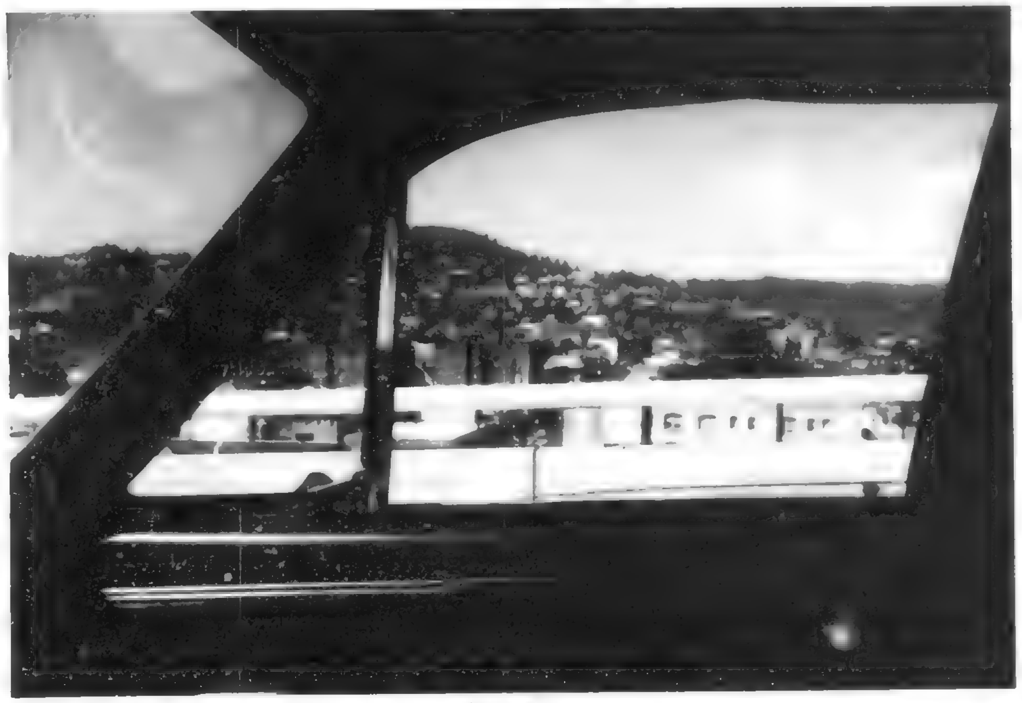
10 Fremont

8-16-71

ES 378+46

G. L.

14



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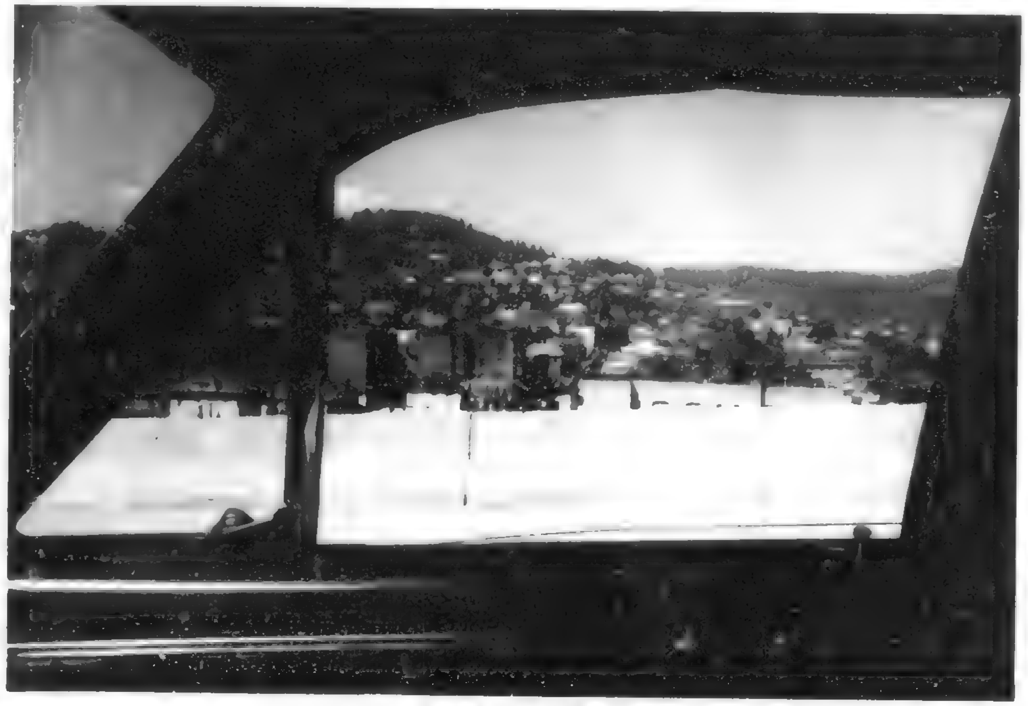

WS 2

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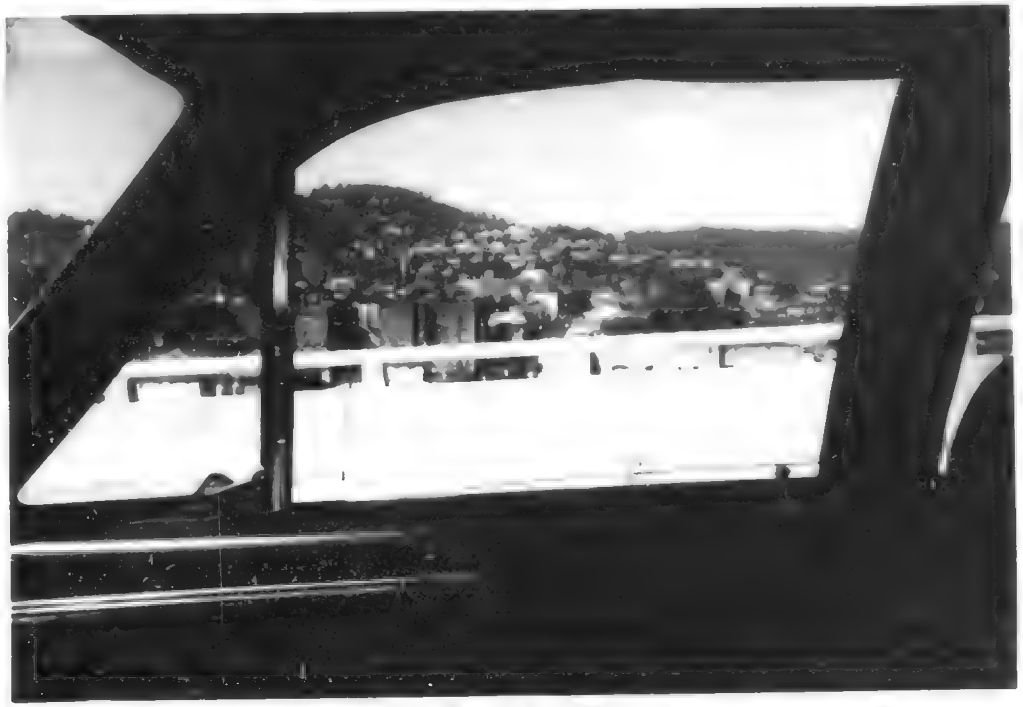

WS 2

9

ES 3

6

ES 3

1

ES 4

17

ES 4

[redacted]

7214

W. Fremont

8-16-71

ES 382.14C

D. H

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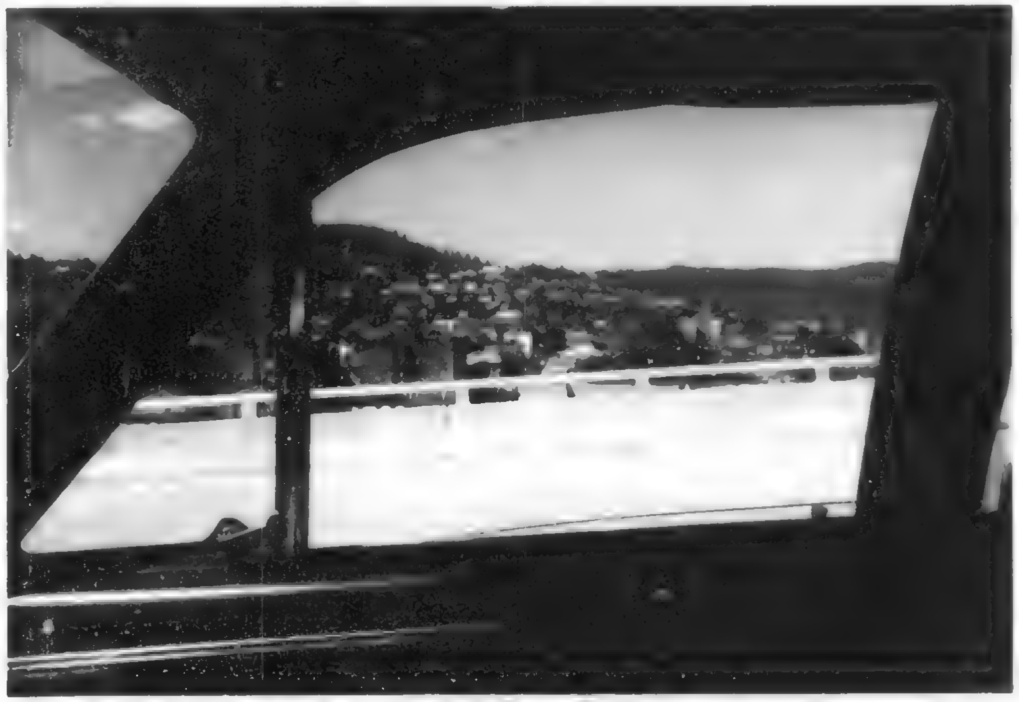
4
photos
on page

16



ES 3

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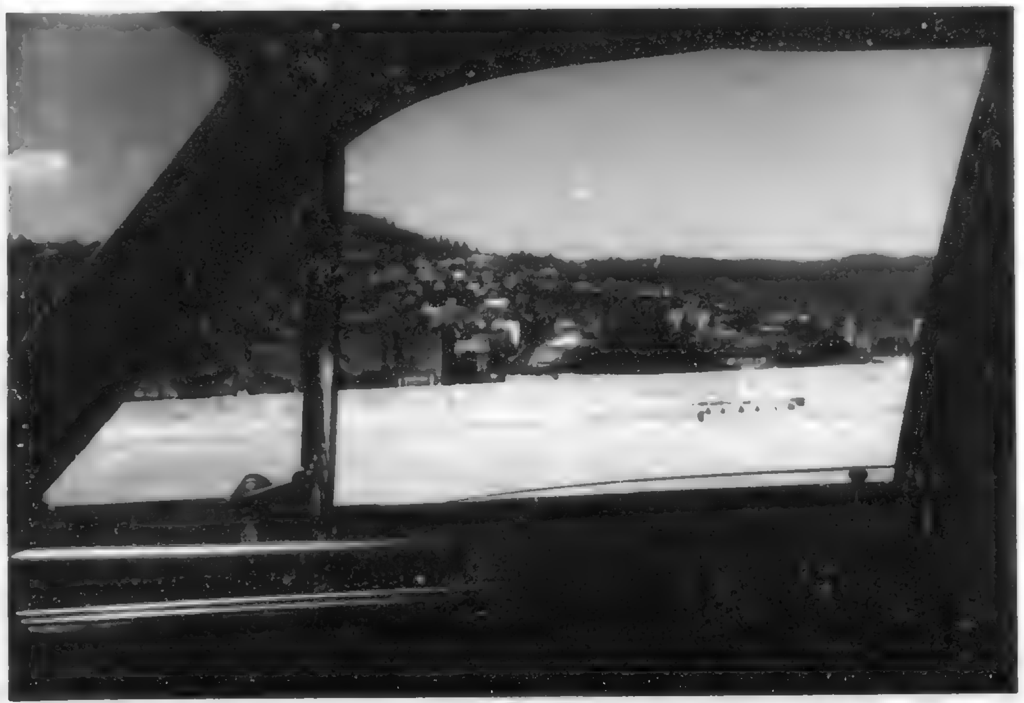

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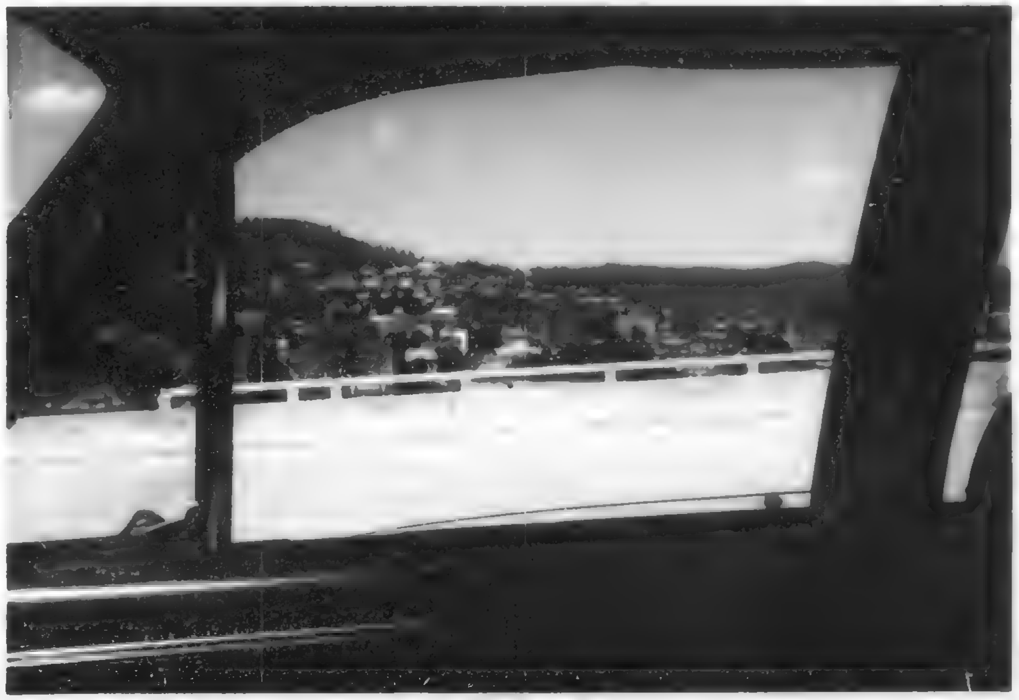

ES 4

13

ES 5

18

ES 5

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WS 1

19

WS 1

applies
to all
4 photos
on page

7210
W. Fremont
8-16-71
ES 38E-14C
JH

18

ES 5

WS 1

19

WS 1

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ES 4

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ES 4

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ES 5

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ES 5

applies to all 4 photos on page

7210
10 Fremont
Date 8-16-71
ES 386+46

22

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WS 2

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ES 3

21

ES 3

7214
W Fremont
8-16-71
ES 386+46
JH

20

WS 2

8

ES 3

21

ES 3

SEP 23 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I 405-8(20)303
7114

DATE: September 14, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(20)303 & I-405-8(22)304
West and East Fremont Interchanges

Mr. Johnson's August 27 letter satisfactorily answers the questions raised in the inspection reports sent you May 18.

I believe that the measures you propose to undertake to continue the painting are satisfactory. I concur in the change in paint color and feel it will benefit the overall appearance of the project.

You state that you would agree to a change in type of vinyl paint for the remaining work. We concur in the substitution of Carbolene for the Enjay product. I am not ready at this time, however, to agree to Federal participation in the increase in cost.

cc Merchant
Schroeder
9-21

NOTED
A. E. JOHNSON

RECEIVED
SEP 2
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1971
[illegible]

[illegible]
7214

September 13, 1971

Andersen-Hannan
P. O. Box 13367
Portland, Oregon 97213

Gentlemen:

Re: West Fremont Interchange
Contract 7214

My letter of August 16 listed beams which were unacceptable as to primer thickness.

The letter was intended to imply that the balance were acceptable and may be painted with vinyl subject, of course, to spot-painting of erection scratches, mars, or any obvious rust areas which would be repaired under normal practices.

The ring beams have not been accessible to measure. When they are, the same principles as used on the beams shall apply.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
A. E. Johnson
Ivan Merchant
R. L. Schroeder
John Howard
Robert Shotwell
John Bond

RECEIVED
SEP 15 1971
FORM E-30 (REV. 10-69)
FOR FILING

[illegible]
7311

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 10, 1971

To: Memo to the File

SUBJECT: West Fremont Interchange
Contract 7214
East Fremont Interchange
Contract 7310, 7311
Zinc Paint on Outsides of Girders

Received telephone instructions this afternoon from A. E. Johnson regarding clarification of Tom Edwards' letter of August 16, 1971, to the contractors on outside girder zinc repair. These are:

1. All girder sections listed on the Edwards' letter of August 16, 1971, are to have additional zinc paint applied where coverage is below 2 mils.

2. All other structural members except for ring beams and columns are to be repaired with additional zinc if they are rusty; otherwise, they are to be coated with vinyl regardless of the zinc thickness.

3. Ring beams and columns are to be measured when accessible, and where zinc thickness is less than 2 mils., they are to have additional zinc added. If they are rusty, they are to be repaired regardless of the zinc thickness.

4. As mentioned in the Edwards' letter, "erection scars, skips, holidays and rust" are to be repaired whenever found.

Mr. Johnson said that these instructions had been given him by Mr. Edwards who was going to write to contractors clarifying the situation. Any questions regarding the above instructions should be referred to the writer.

R. L. Schroeder
Metropolitan Engineer

by

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

RECEIVED
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:cw
cc: A. E. Johnson
John Howard
Robert Shotwell

9-10-71: Discussed this @ 3:30 PM with John Howard, Bob Shotwell, Chuck Lobaugh, Leo Bennett, Frank Senn, Glen Wood, Earl Marshall at John Howard's office. ELH.

SP*52475-734

RECEIVED
SEP 14 1971
FOR FILE
I-4 [illegible]
7214

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1971

SUBJECT: N.O.A. Items-Chief Counsel

To: Tom Edwards
Deputy State Highway Engineer

Building

Two N.O.A. items were presented to the Highway Commission at its scheduled meeting on Wednesday, September 8, 1971, as follows:

1 - Authorizing the Secretary to amend the existing agreement between the State of Oregon, through its Highway Commission and R. M. Wade & Co., dated July 30, 1971, in accordance with the terms of that certain letter, dated September 13, 1971, and mailed to L. I. Lindas, Assistant Attorney General and Counsel for the Commission, by John L. Schwabe, of Counsel for R. M. Wade & Co.

2 - State v. Benbuilt Homes, Inc., L-6333 R-43456 Columbia River Highway-Pacific Highway Section of the East Portland Freeway - Multnomah County.

Offer for partial taking - $37,100.00.

Settlement for entire taking - $100,000.00.

L. Lindas

L. I. Lindas
Assistant Atty. General
and Counsel to Highway
Division

LIL:hg
Attachment (letter)
cc - Floyd Query

NOTED
TOM EDWARDS

RECEIVED
SEP 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1971
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. Glisan   Portland, Oregon 97213   Phone 229-6971

September 2, 1971

Anderson-Hannan
Box 13367
Portland, Oregon 97213

ATTENTION: Ralph Hannan

Re: West Fremont Interchange
Contract No. 7214

Gentlemen:

We have your transmittal notice to John Howard dated August 11, which transmitted a letter dated August 9, from Canron dealing with their denial of responsibility for clean-up of steel girders due to rust staining.

If you wish to press for payment for the cost of rust stain removal, you should present this to the Highway Division as a claim as set forth in Mr. Edward's letter to you dated August 16.

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: A. E. Johnson w/attach.
Ivan D. Merchant "
John Howard "
Robert Shotwell "

NOTED
TOM EDWARDS

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX [illegible] PORTLAND, OREGON 97213 • PHONES [illegible] [illegible]7-1401

TRANSMITTAL NOTICE

TO: Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213
ATTN: Mr. John Howard

11 August 1971

A-H Job #G-001

RE: West Fremont Interchange

---

1 Copy of letter from Canron to Andersen-Hannan, dated 8/9/71, re responsibility for rust on primer.

Copy of Oregon State Highway Division letter to Canron Limited, dated 7/2/71, re painting of top flange of girders.

Remarks: For your information.

---

cc: Ralph Hannan
(with ltr copies)
Hannan Constr. Co.
(with ltr copies)

ANDERSEN-HANNAN

R. S. Everett

CANRON

August 9, 1971
Our Reference: C4900/4

Andersen Hannan, A Joint Venture
Box 13367
Portland, Oregon
97213

H. A. ANDERSEN CO

ATTENTION: MR. R. EVERETT

Dear Sirs:

WEST AND EAST FREMONT INTERCHANGES
RUST ON PRIMER

At recent meetings we have again denied any responsibility for clean up due to rust stains on the primer or to any mechanical or chemical deterioration of the primer due to rust coming from the unpainted top flanges and studs. This will confirm our denial.

A. Rust Staining Generally: Please refer to the attached copy of the State's reply to our enquiry dated 2nd July 1970.

B. Rusting of Edges of Top Flanges: As has been explained at various meetings, much of the rusting of the edges of the top flanges is due to mechanical action at the top corners of the flanges, by which the zinc film is lifted off the steel by the progressive rust formation from the corners. Can Test has confirmed at the meetings that this is a typical mechanical action in such circumstances, irrespective of the paint used. The paint company confirms this also, as did Mr. Ed Rief at our meeting with the State of 4th August 1971. Any mechanical lifting action would be accompanied by the action of the run-off from the flanges and the loss of paint by sacrificial action.

Would you please advise the State of these denials.

Yours very truly,

CANRON LIMITED
WESTERN BRIDGE DIVISION

P. G. Higgins

P. G. Higgins
Contracts Manager

[illegible]

PGH/kas

Attach.

cc: Mr. G. Smith
Can Test Ltd.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

WESTERN BRIDGE DIVISION

July 2, 1970

(4900/4)
5000/4
~~[illegible]~~
~~M.S.~~
~~[illegible]~~ MK
Copy to ~~[illegible]~~
~~[illegible]~~
file

Canron Limited
Western Bridge Division
145 West First Avenue
Vancouver 10, British Columbia
CANADA

Attention Mr. I. M. Nitkin
Chief Engineer

Gentlemen:

Structural Steel Painting
West Fremont Interchange
Contract 7214
East Fremont Interchanges
Contracts 7310 and 7311

PAINT

This is to confirm our recent telephone conversation regarding shop painting of structural steel in your plant in Vancouver.

A study of the Special Provisions indicates that painting of the top flange of the girders which will be in contact with concrete is not required. It should be emphasized, however, that the edges of the top flanges are not covered with concrete and must be painted as per the specifications with the shop primer of inorganic zinc.

Very truly yours,

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM:ah

cc Andersen-Hannan
Drake-Willamette Joint Venturers
R. L. Schroeder
John Howard
Robert Shotwell
Don Scott, Pittsburgh Testing Laboratory
Ken Peterson, Pittsburgh Testing Laboratory

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 2, 1971

To: John Howard
Robert Shotwell
BUILDING

SUBJECT: West Fremont Interchange
Contract No. 7214
East Fremont Interchange
Contracts 7310 & 7311
Detergent Wash for Steel Girders

I have a letter from the Carboline Company dated August 27, which recommends deletion of the detergent from the pressure washing of the steel girders prior to top-coating with vinyl paint.

I discussed this question with Dean Mandrell of our Lab who told me that the scum left from detergent wash could be detrimental to the bonding of the vinyl paint and, therefore, should be eliminated.

Please have the detergent eliminated from the Contractor's washing operations. It should be understood that this in no way relieves him from the removal of all oil and grease and other foreign matter from the girders. If an appreciable amount of money is involved, you should negotiate with the Contractor for a credit for the deletion of this work.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: /A. E. Johnson
Ivan Merchant
R. O. Cunningham

SP*52475-734

RECEIVED
SEP 15 1971

FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 1, 1971

SUBJECT: East & West Fremont
Contract No.'s 7214, 7310 & 7311
Zinc Paint Deterioration

To: Tom Edwards
Deputy State Highway Engr.
State Highway Building
Salem

Attached you will find a copy of a letter from Canron dated August 20, 1971 and a transmittal of this letter from Drake-Willamette dated August 27. Canron's letter requests clarification of your letter of August 16, which listed certain girders which had been determined to be "unsatisfactory" based on paint measurements. The West side Contractor, Anderson-Hannan, has received a similar letter from Canron.

Canron's letter mentions an "understanding" between them and yourself developed at a meeting held on July 21. Having no knowledge of this meeting, we are unable to comment on this "understanding" but with regard to the paint thickness readings which have been taken and upon which your letter was based, I believe the following points should be made:

(1) As of the date of the transmittal of the paint thickness readings to Mr. Johnson (August 9) four girders on the West and six on the East were not measured due to their inaccessibility at that time. Subsequently, those on the West side have been measured and are unsatisfactory. Those on the East have not been measured as of this writing due to access problems since they span over I-5.

(2) With the exception of some West-side readings which were taken off the Contractor's stripping scaffold, all of our readings were taken on the girder sides. The bottom flange has not been measured since it is practically impossible to reach without scaffolding. Since the girders were painted in the inverted position which allowed the curing acid to "pond" on the bottom, there is a question in our minds whether the girder side readings represent the condition of the bottom. This means that a girder with acceptable "side" readings might not have the same condition on the bottom.

(3) Essentially none of the ring beams and columns on either project have been measured due to their inaccessibility. Visually we see paint problems on the outside of these sections and they should not be automatically included as acceptable steel.

NOTED
TOM EDWARDS

SP*52475-734

(4) On the East side, we have girders with as few as two readings for paint thickness and these are located in a unit which has questionable paint (SW3, A-2, and B-2). If it is intended that these two readings per girder are to represent the paint condition of the entire girder for State's final acceptance of that paint, then we feel that more readings should be taken. We have found that this zinc paint has not been applied in a uniform enough coating that two readings for an entire girder can give a true representation of all the paint on the girder.

As mentioned above, we have no direct knowledge of Mr. Higgen's "understanding" with you; however, conversations with him have indicated that he would like to have an absolute acceptance now of all girders with satisfactory paint. In theory, there is some merit to this idea but from a practical point, it has a serious disadvantage. The paint thickness readings which you have been supplied were taken with the idea of making a cursory examination of all girders in order to zero in on the problem ones. Many girders have 10, 8, 6, 4 or only 2 readings. Proper inspection criterea would indicate that this would not be adequate information from which to base a final acceptance and these readings were not taken for that purpose.

If girders are accepted now on the basis of the readings which we have to date and if the paint subsequently rusts, the Contractors can argue that their contention that the paint is still deteriorating in Portland has been verified. If in fact the reason for this assumed subsequent rusting would be that the paint never was there and our minimal readings failed to pick this up, our position that the workmanship is faulty would be undermined. If the girder paint has to be accepted at this time, it would be our recommendation that this acceptance be based on a certain minimum number of readings per girder. Your thought of 15 readings per side (30 per girder) would be one approach to establishing a minimum.

Your clarification of this whole question of girder acceptance is solicited.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
cc: A. E. Johnson w/attach.
Ivan Merchant "
John Howard
Robert Shotwell

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CANRON
LIMITED

August 20, 1971
Our Reference: 4900/5000/4

Andersen Hannan
1626 N.W. 16th Avenue
Portland, Oregon

ATTENTION: MR. R. HANNAN

Dear Sirs:

RE: EAST AND WEST FREMONT
PRIMER PAINT DETERIORATION

This will acknowledge receipt of the letter from the State signed by Mr. Tom Edwards and dated 16th August 1971, setting out a list of beams determined to have unsatisfactory mil thickness.

In the letter, Mr. Edwards states that girders with 2.0 mils thickness are acceptable "subject to the repairing of erection scars, skips, holidays, and rust".

As we stated in the meeting with the State on 21st July 1971, there are many areas where there are 2 mils or more of paint existing and which are not rusting now. At the time the field painter comes to these areas between now and the end of next Spring, it may well be that a substantial portion show signs of rust. There is no argument that these areas require repair at the time they are to be vinyled. However, it is most desirable that future repair costs of such areas do not become subject of the present dispute, inasmuch as we could not be held responsible for same.

. . . 2

[illegible]
H. A. ANDERSEN CO.

[illegible]

[illegible]

This point was recognized by Mr. Tom Edwards in discussion subsequent to the 21st July meeting, and it is our understanding from him that based upon the State's evaluation of the exterior of the girders at this time, they would define those girders which would be acceptable now. Any subsequent repair work on these girders, other than repairs of obvious skips and holidays, would not be regarded as subject of the present dispute and we would not be involved in any costs of same. Limiting the area of dispute in this way makes good sense and is reasonable from the State's standpoint.

As you can see, a literal reading of the above mentioned 16th August letter could lead to a contradiction of the above understanding. We would be pleased if you would obtain confirmation that the understanding is still in effect.

Yours very truly,

CANRON LIMITED
WESTERN BRIDGE DIVISION

P.G. Higgins

P. G. Higgins
Contracts Manager

PGH/kas

CC: R. Franzke
G. Smith - Can Test

C

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SEP 3 - 1971
FORM E-30 (REV. 10-60)
FOR FILING

I-405 [illegible]
7214

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 1, 1971

SUBJECT: West & East Fremont Interchange
Contract No.'s 7214, 7310 & 7311
Repair of Rust Ban 193

Memo To The Files

On August 31, met with Dave Muth, Carboline's salesman, John Howard, Bob Shotwell, George Bennett and Chuck Lobaugh to discuss cleaning treatment for rust-free but low-millage Rust Ban 193 zinc which is to receive a build-up of Carbozinc 11 zinc. Had already received Carboline's written recommendation for this cleaning which specified a pressure water wash-down; however, yesterday learned from Dean Mandrell of our Lab that he felt either power-wire brushing or light sandblast was necessary to ensure 100% adherance.

It developed that Mr. Muth feels that the optimum cleaning method would be sandblasting but since he is aware of the economic and environmental problems associated with blasting, he felt that pressure washing would do an adequate job. He feels the important thing is to get rid of any "loose" material on the surface of the Rust Ban 193. Loose is the key word and the problem boils down to the question of how to determine when the "loose" is gone.

Muth, Lobaugh and I looked at examples of girders that had and had not been previously washed and Mr. Muth opined that those that had been washed were adequately clean for acceptance of a coat of Carbozinc 11. We evolved the cleaning criterea that the inspector would rub the surface several strokes with a dry rag with about the effort used in polishing a car. If there was no visible sign of this rubbing, the surface would be judged suitable for Carbozinc 11. If rubbing marks were evident, more cleaning effort would be required of the Contractor, probably by increasing the water pressure or by manual scrubbing.

Mr. Muth expressed confidence that if this criterea was followed, there would be no problem with adherance between the Rust Ban 193 and Carbozinc 11.

R. L. Schroeder
Metropolitan Engineer

By: Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

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SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

ELH:pb
cc: A. E. Johnson
Ivan Merchant
John Howard
Robert Shotwell
John Jenkins
David Muth - Please review this memo and advise if you have any corrections and/or additions. ELH

SP*52475-734

[illegible] SEP 3 - 1971

FORM E-30X—30M—7-58

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 30, 1971

SUBJECT: West Fremont Interchange
Contract No. 7214

To: ~~MEMEO TO~~ THE FILE

A meeting was held on ~~this day~~ Aug 27 to discuss painting procedures for the exterior girder surfaces. Those attending were:

Ralph Hannan	Andersen-Hannan
John Krieter	Industrial Painting & Sandblasting
Mr. E. L. Hardt	Oregon State Highway Dept.
J. D. Howard	Oregon State Highway Dept.
George Bennett	Oregon State Highway Dept.
Glen Wood	Oregon State Highway Dept.
Chas. Lobaugh	Oregon State Highway Dept.

Use of the Carboline materials was discussed first. Ed Hardt pointed out Enjay RB 193 and RB 191 were the only zinc coating formally approved for the project. Carbo Zinc 11 is an acceptable alternate, but the request for its use should come from the contractor. Carboline should furnish a letter giving a documented history that the material can be used in the manner proposed for this project. A similar procedure should be followed for the Carboline epoxy. Ralph Hannan and John Krieter saw no problem with this request and agreed to furnish the documentation. To avoid any delays it was agreed to proceed with the use of the Carboline material while this information was secured.

Cleaning and paint application were discussed next. Preparations required to make the zinc primer acceptable for the finish coat include removal of rust, rust stain, concrete stain and repriming all areas with less than 2 mils priner thickness. Segregation of the costs for these preparations is necessary since, with exception of the concrete stain responsibility for the items is yet to be determined. The top flange of the girders is the most extensive area where all items are involved. The possibility of making separate passes for the different items was discussed. Ralph Hannan said that as of this time his stripping crew would remove concrete stain with wire bruches on the remainder of the work. John Kreiter thought the most economical and simplest procedure would be to do all the cleaning in one operation. Glen Wood and the paint foreman world asess the work both before and after completion and would agree to a percentage breakdown for rust, rust stain, and concrete stain removal. All parties agreed to give this a try.

Cleaning methods were brought up. Wire brushing was considered satisfactory in all areas acessable but sandblasting might be needed in the corners. John Krieter stated that the two methods could not be used together efficiently. The method that will do the job and is most economical all hazards considered should be selected and used throughout the span or unit. It was agreed that the paint inspector and paint foreman would make this decision after looking over the work to be done. There was some discussion on Carboline's epoxy for the bolted connections, John Krieter was requested to secure from Carboline a recommended cleaning procedure.

There was further discussion regarding thin paint areas that are not rusted. It was agreed the paint inspector would have to mark or identify them in some manner. We indicated the thin areas would be based on our paint survey. More thickness readings might be needed. We are working on the problem and should have a plan for doing the work in the near future.

This completed the subjects covered. There was no discussion on the vinyl finish. Ralph Hannan said he would pass on to Canron the results of the meeting.

John D. Howard
Res. Br. Engr.

JDH:ads

cc: E. L. Hardt
A. E. Johnson

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SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1971

FOR FILING

[illegible]

7214

August 27, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: West Fremont Interchange
Contract No. 7214

East Fremont Interchange
Contract Nos. 7310 and 7311

Attached is a copy of a report by Can Test, Ltd. of Vancouver, British Columbia, concerning their investigation of inorganic zinc paint on the subject projects. The findings of Can Test indicate a possible loss of 0.6 mils during the period March through July 1971, which is the period Can Test investigated with test panels.

You have previously been given a copy of a report by our consultant, Harlan Associates, Inc. of San Francisco, California, which indicated that it was possible for the inorganic zinc to deteriorate up to 0.5 mils when exposed to the elements for a period of 6 to 12 months.

On the basis of the above reports, which we believe to be compatible, we have instructed our contractors to repair and repaint with inorganic zinc those areas on the exterior of the steel beams which now have less than 2 mils of paint. These instructions are based on the assumption that with the specified 3 mils applied at Vancouver, it is conceivable to have 2.4 to 2.5 mils at this time in Portland. We have therefore taken the attitude that we will accept from 2.0 to 2.5 mils and insist on cleaning and painting of those areas with less than 2 mils subject to repairing of erection scars, skips, holidays, and rusted areas. We verbally advised the contractors that in view of the reports by Harlan Associates and Can Test, Ltd., we would expect this repair to be done not at our expense. The contractors and steel supplier have protested this verbally. Attached are copies of letters to the contractors instructing them to repair beams which we have determined by measurement to be in need of additional paint.

Reference is made at this time to your inspection reports which were furnished us under date of May 18, 1971. Your letter asked for an explanation for deviations from specifications covered in your inspection reports.

During the early part of this year, it was discovered that some of the structural beams delivered from Vancouver, B.C. were shipped with rusted areas and a deficiency of paint in certain areas. At that time, we advised the contractors that it would be necessary to clean the rusted areas and repaint with inorganic zinc to specified thickness. Prior to this problem of rusty steel, we had permitted the contractors to repair damaged inorganic zinc in the field without sand blasting preparation of the damaged areas and permitted them to clean with wire brushing. This is technically not allowed by our painting specifications; however, this change was permitted because of the substitution of Rust Ban 193 for Rust Ban 191 since the application of Rust Ban 193 does not require the high profile of sand blasting for adherence to the steel.

Since many of the beams were erected, it was necessary that the corrections be made in the field on the beams in their final location and the contractors proceeded to utilize sand blasting for cleaning purposes. Two problems resulted: (1) adjacent sound paint was damaged; and (2) sand from the operation was a problem in falling on property underneath the structures. At this time a trial was made of cleaning with power brushing, with representatives of the contractors, the State, Canron, Can Test, and Enjay Chemical Company present. We were assured by both Can Test and Enjay that the power wire brushing for cleaning was satisfactory for the application of additional Rust Ban 193 on the interior of the beams. On this basis and in order to eliminate damage to adjacent private property, we approved the use of power wire brushing.

We were also assured by both Enjay and Can Test that the removal of rust staining by hand wire brushing was a satisfactory method of preparing the surface as a preliminary to washing with detergent and high pressure water in accordance with specifications. It is to be noted at this time that the rust staining occurs from the unpainted top of beams which are not required to be painted with inorganic zinc by our specifications.

When the repairs to the rusted zinc areas were started, we felt that vinyl could be applied over zinc that had cured for 24 hours. There was a limited time when in order to expedite the placing of forms the cure time was between 40 and 48 hours. We then changed our instructions to allow at least 48 hours of cure time. The inorganic zinc has been and is being washed with a detergent prior to placing the vinyl top coat.

Your inspection reports indicate that the vinyl top coat should be placed in a smooth uniform coat substantially free of bubbles or pinholes. This has been our objective throughout our operations. After a consultation with your personnel, we were visited by Messrs. Ted Mewatt and Frank Sears from your Washington, D. C. office. They indicated to us that they had conversed with members of the Corps of Engineers and others and received the information that it is practically impossible to obtain a surface completely free of pinholes and bubbling. The vinyl surfaces inspected by these two gentleman were declared to be satisfactory to them.

Paint measurements have been taken of the inorganic zinc, both on the insides and outsides of the beams, which were a basis of our instructions to the contractors to make corrections. We have proceeded on the repairs to the interior of the beams, believing that we are obtaining a satisfactory paint job, taking into consideration that the interior of the beams are sealed from atmospheric conditions and in the interest of accelerating the work in order to complete the project.

During the application of vinyl paint on the interior of the beams, we experimented to considerable degree in order to find a solution to the problem of bubbling and pinholing. We experimented with every product that Enjay Chemical Company could furnish us, including vinyl wash primer, chlorinated rubber zinc primer, and vinyl primer. A slow-drying vinyl, formula 4518, supplied by Enjay was also applied. We also experimented with paint manufactured by Carbolene Company, both with and without a carbolene thinner. During the month of April, 16 tests were made with both Enjay and Carbolene vinyls in various combinations using both single and multiple coats. In these tests, Carbolene products appeared to give the better results. However, Carbolene products did not completely eliminate the problem of minor pinholing. We have observed that in some cases the minor pinholing disappears after a period of curing.

As a result of the above tests, we have indicated to the contractors that we would be willing to eliminate the specifications that the manufacture of the vinyl paint be the same as the manufacture of the zinc primer. Both painting subcontractors have indicated to us that if they had freedom of choice of vinyls, they would have chosen a different paint supplier. A price agreement for each project will be submitted covering this change in specifications. We have advised the contractors that if they can provide a vinyl paint which produces a better product but which results in additional cost, the State would bear this extra cost. This information was given to Mr. H. A. Schell of your office prior to advising the contractors.

We have advised the contractors to change the color of the vinyl paint from the dark green originally specified to a color known as "Caladon Green", which more nearly approaches the color of concrete and which will present a more esthetically pleasing structure. There will be minor repainting on some small areas which have already been painted with the darker green. Any such repainting work will be covered by appropriate price agreements which will be submitted to you for consideration.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
Attachments

cc R. L. Porter
Tom Edwards
I. D. Merchant
Ed Hardt
John Howard
Robert Shotwell

CAN TEST LTD.

1650 PANDORA STREET, VANCOUVER 6, B.C. • TELEPHONE 254-7278

METROPOLITAN ENGINEER
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ME AME AME MCE MCE MTE

Report On Paint Investigation

File No. 1063 A

Report No. 32

Reported to Canron Ltd.
Foot of Byrne
Burnaby, B.C.

Date 16th July 1971

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JUL 2 0 1971

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Further to our inspections, and testing programs concerning paint application of Rust Ban 193 at Canron Plant for the structural steel destined for the Freemont Project, we report as hereunder.

A. Atmospheric Exposure Tests - Portland, Oregon - Vancouver, B.C.

On Friday, March 12th, personnel of Canron Ltd., Plant No. 2, Burnaby, B.C. prepared 34 test panels for paint testing.

These panels were approximately 6 inches x 4 inches. In the centre of each panel was a 1.5 inch diameter hole.

For test purposes the panels were shot blasted in a manner consistent with shot blasting of structural steel for the Freemont project. After blasting, the panels were painted with Rust Ban 193 by the painting crew of Canron.

After painting the panels were transported to the laboratory of Can Test Ltd. where the acid post treatment was applied with covering equivalent to 1 gallon of acid per 400 square foot of coating. One half of the panels were acid cured and the other half were left untreated.

12 panels (6 cured, 6 uncured) were retained by Can Test Ltd. Cured and uncured samples were placed in plastic bags and retained inside the laboratory for control purposes.

The remainder of the panels (22) were returned to Canron.

10 panels (5 cured and 5 uncured) were placed on a barge containing structural bridge steel which was to be shipped to the job site at Portland.

6 panels (3 cured and 3 uncured) were retained by Canron No. 2 plant for outdoor exposure to their storage area.

The final 6 panels (3 cured, 3 uncured) were sent by Canron Ltd. to O.S.H.D. Portland, Oregon for their test purposes.

Paint thickness measurements of all test panels retained by Can Test Ltd. and those dispatched to Canron for subsequent shipping to Portland and for exposure at Canron Plant No. 2 were made and recorded by Can Test Ltd. personnel on 16 March 1971.

B. Immersion Tests on Acid Cured Coatings

In an attempt to ascertain the effect on the stability of the zinc coating when acid curing was applied immediately after painting and when applied after a delayed period of time, the following tests were conducted.

Eight test panels were prepared in a manner as described in "A" above. Four panels were acid cured two hours after painting and four after two days. The panels were then subjected to continuous immersion tests in fresh water and also in sea water.

C. Effect of Acid Curing on Zinc Coatings (Rust Ban 193)

The purpose of these laboratory tests primarily was to ascertain the action of acid post treatment of Rust Ban 193. During the investigation particular attention was directed to any subsequent loss of film thickness either by chemical dissolution or by physical deterioration.

Rust Ban 193 was applied to test panels which had been blasted to white metal simultaneously with blasting of structural steel being used on this project. After cleaning a single coat of Rust Ban 193 was applied by the regular painting crew to the panels during the course of normal shop painting of the fabricated steel structure. After preparation of the panels as described above, they were transported to our Vancouver laboratory for assessment of the film after acid post treatment.

The manufacturer recommends an application of curing agent of approximately 1 gal/400 sq. ft. - this was calculated to be 0.8 cc/test area. Curing agent equivalent to $\frac{1}{2}$, 1, 2 and 4 times the recommended application level were applied to the test areas and were spread evenly over the surface with a rubber spatula.

The curing agent, applied as above, was allowed to remain in contact with the dried paint film for periods of 4, 24 and 48 hours. After these periods of time the residual curing agent was washed from the surface. After the prescribed contact time the samples were allowed to dry for 16 hours and then an additional 24 hours with thickness readings being taken after these times.

../3

TEST RESULTS - SERIES A

Panels Exposed to Atmospheric Conditions at Job Site, Portland, Oregon

(a) Acid Cured

Panel Identification	Initial March 16	Loss of Film Thickness in Mils			
		April 21	May 26	June 23	July 15
No. 21	-	-0.1	-0.5	-0.6	-0.7
	-	+0.1	+0.2	-0.1	0
	-	+0.1	-0.5	-0.5	-0.5
No. 22 *	-	-3.0	-3.1	-3.6	-3.8
*	-	-1.3	-1.6	-1.8	-1.4
	-	+0.1	0	-0.4	-0.6
No. 23	-	+0.5	+0.5	+0.3	+0.3
	-	-0.1	-0.4	-0.6	-0.3
	-	-0.3	-0.5	-1.0	-1.0
No. 24	-	-0.3	-0.5	-0.6	-0.6
	-	+0.1	-0.2	-0.2	-0.6
	-	-0.1	-0.2	-0.7	-0.7
No. 25	-	-0.3	-0.4	-1.0	-0.9
	-	+0.2	0	-0.7	-0.8
	-	-0.6	-1.3	-0.9	-1.2
Average Loss in Mils	-	-0.05	-0.3	-0.5	-0.6

* These figures appear abnormally high and therefore they were not used in the calculation of the averages.

TEST RESULTS (Con't)

Panels Exposed to Atmospheric Conditions at Job Site, Portland, Oregon

(b) Not Acid Cured

Loss of Film Thickness in Mils

Panel Identification	Initial March 16	April 21	May 26	June 23	July 15
No. 26	-	-0.5	-0.5	-0.5	-0.7
	-	+0.1	+0.3	+0.5	+0.4
	-	-0.2	-0.4	-0.7	-0.7
No. 27	-	-0.1	-0.3	-0.8	-0.8
	-	+0.3	-0.6	-0.8	-0.7
	-	-0.3	-0.4	-0.3	-0.4
No. 28	-	-0.1	- 0 -	-0.1	-0.4
	-	-0.5	-0.4	-0.6	-0.5
	-	-0.3	-0.5	-1.0	-1.1
No. 29	-	-0.1	-0.5	-0.7	-0.9
	-	-0.2	-0.2	-1.0	-0.8
	-	-0.4	-0.6	-0.6	-0.5
No. 30	-	-0.5	-0.4	-0.7	-0.8
	-	-0.1	- 0 -	-0.1	-0.3
	-	-0.1	- 0 -	-0.6	-0.7
Average Loss in Mils	-	-0.2	-0.3	-0.5	-0.5

../5

TEST RESULTS (Con't)

Panels Exposed to Atmospheric Conditions at Canron Storage Area

(a) Acid Cured

		Loss of Film Thickness in Mils		
Panel Identification	Initial March 16	April 12	May 28	July 15
No. 15	-	-0.1	-0.3	-0.4
	-	-1.4	-1.8	-1.8
	-	+0.6	+0.2	+0.1
	-	-0.2	-0.7	-0.8
No. 16	-	+0.1	- 0 -	-0.4
	-	+0.3	+0.3	+0.1
	-	+0.3	- 0 -	-0.2
	-	- 0 -	- 0 -	-0.1
No. 17	-	+0.8	+0.4	+0.4
	-	- 0 -	+0.1	-0.2
	-	+0.1	-0.2	- 0 -
	-	+0.5	+0.5	+0.5
Average Loss in Mils	-	+0.08	-0.12	Nil

../6

TEST RESULTS (Con't)

Panels Exposed to Atmospheric Conditions at Canron Storage Area

(b) Not Acid Cured

Loss of Film Thickness in Mils

Panel Identification	Initial March 16	April 12	May 28	July 15
No. 18	-	+0.5	+0.9	+0.5
	-	+0.5	+0.1	- 0 -
	-	- 0 -	-0.4	-0.7
	-	-0.4	-0.1	-0.4
No. 19	-	-0.3	-0.6	-0.8
	-	-0.3	-0.3	-0.5
	-	-0.1	+0.1	-0.1
	-	-0.3	-0.5	-0.6
No. 20	-	-0.1	-0.2	-0.4
	-	- 0 -	-0.1	-0.2
	-	-1.0	-0.8	-1.1
	-	-0.1	-0.2	-0.1
Average Loss in Mils	-	-0.13	-0.17	-0.28

Control Panels

During the period 16 March 1971 through 15 July 1971 there was no measurable change in coating thickness in either the cured or uncured samples stored in plastic bags.

../7

TEST RESULTS - SERIES B

(i) Fresh Water Immersion (STP)

(a) Acid Cured Two Hours After Painting

Panel Identification	Initial April 21	May 13	June 14	July 15
		Loss of Film Thickness in Mils		
Panel A	-	-0.3	-0.1	-0.1
	-	-0.7	- 0 -	-0.6
	-	-0.5	-0.3	-0.7
Panel B	-	-0.6	-0.5	-0.4
	-	-1.2	-0.8	-1.0
	-	-1.5	-1.5	-1.5
Average Loss in Mils	-	-0.8	-0.5	-0.7

(b) Acid Cured Two Days After Painting

Panel Identification	Initial April 21	May 13	June 14	July 15
		Loss of Film Thickness in Mils		
Panel G	-	+0.2	+0.2	+0.3
	-	-0.2	-0.2	-0.3
	-	-0.4	-0.2	-0.1
Panel H	-	-0.4	-0.2	-0.1
	-	-0.4	-0.1	-0.1
	-	-0.2	-0-	-0.2
Average Loss in Mils	-	-0.3	-0.15	-0.1

TEST RESULTS - SERIES B (Con't)

(ii) Sea Water Immersion (STP)

(a) Acid Cured Two Hours After Painting

Panel Identification	Initial April 21	Loss of Film Thickness in Mils May 13	June 14	July 15
Panel C	-	-0.1	- 0 -	-0.3
	-	-0.3	-0.2	-0.4
	-	+0.2	-0.2	+0.3
Panel D	-	- 0 -	-0.1	+0.2
	-	-0.1	+0.2	-0.1
	-	-2.9*	-3.0*	-3.2*
Average Loss In Mils	-	Nil (-0.06)	Nil (-0.06)	Nil (-0.06)

* These figures abnormal and therefore they were not used in calculation of average.

(b) Acid Cured Two Days After Painting

Panel Identification	Initial April 21	May 13	June 14	July 15
Panel I	-	- 0 -	+1.1	+0.8
	-	-0.5	+0.1	-0.3
	-	-0.1	+0.1	+0.5
Panel J	-	-0.3	+0.2	+0.2
	-	+1.0	+1.5	+1.5
	-	+0.2	+1.5	+1.1
Average Loss In Mils	-	-	-	-

• Results not considered significant due to apparent increase in film thickness probably due to build up of salts on surface.

TEST RESULTS - SERIES C

Amount of Acid Cure Added	4 Hours	24 Hours	48 Hours
	(Thickness in Mils)		
½ gal/400 sq. ft.			
Initial	2.2	2.5	2.5
After application	2.3	2.3	2.3
After 16 hr	2.2	2.3	2.4
After 40 hr	2.2	2.3	2.4
Net Effect	nil	nil	nil
1 gal/400 sq. ft.			
Initial	2.1	2.7	2.6
After application	2.0	2.6	2.0
After 16 hours	2.0	2.5	2.3
After 40 hours	2.0	2.5	2.4
Net Effect	-0.1	-0.2	-0.2
2 gal/400 sq. ft.			
Initial	2.3	3.0	3.5
After application	2.3	2.2	2.9
After 16 hr	2.3	2.2	2.8
After 40 hr	2.3	2.2	-
Net effect	nil	-0.8	-0.7

4 gal/400 sq. ft.

Thickness measurements taken in this series are not absolute or meaningful because after acid treatment all films had swollen, were powdery, and could easily be removed by light mechanical scraping.

../10

Half Recommended Acid Application (½ gal/400 sq. ft.)

. Application of the curing agent in this series of tests had no apparent adverse effect on the paint film.

Full Recommended Acid Application (1 gal/400 sq. ft.)

Application of curing agent in this series of tests also had no apparent adverse effect on the paint film.

Twice Recommended Acid Application (2 gal/400 sq. ft.)

A visual examination of the surface after application of the curing agent revealed the surface to be marred with small blisters which could easily be broken by finger tip pressure. In addition there appeared to be some flaking of the dried film.

Fourfold Recommended Acid Application (4 gal/400 sq. ft.)

Application of four times the recommended amount of the acid curing agent results in an essential total deterioration of the dried film, ie, cracking, lifting and flaking. (See Appendix 1)

REMARKS

From a review of the above observations and test results it is established that:

1. Rust Ban 193 is a sacrificial inorganic zinc coating.
2. From the exposure tests it was shown that coating losses are to be expected when coated steel is stored open to the atmosphere.
3. When coated test panels were stored under continuous immersion conditions in fresh water the rate of film thickness loss was significant. From this it may be reasoned that heavy rain an/or high humidity would result in substantial film losses.

../11

4. The coating exhibited good resistance to still sea water.

5. During acid post treatment application of too much acid would have an adverse effect on the coating, ie twice recommended strength caused blistering and four times recommended strength caused serious deterioration of the coating. It is noted that during acid post treatment some areas of the coating may be expected to receive excessive acid, ie due to runs, sags, over spray, etc.

6. Panels exposed for a period of 4 months, March through July 1971, at the Portland, Oregon job site had a loss of film thickness amounting to 0.6 mils. It was noted that the atmospheric attack on the coating was much more severe in Portland than in Vancouver. The reason for this is not known but many factors would influence this condition - temperature, rainfall, humidity, p.H., and the presence of some gases such as sulphur dioxide, chlorine, etc.

7. From the data developed in our testing it would appear that the coating does not reach a stable condition as far as film thickness loss is concerned within the period covered by the test program.

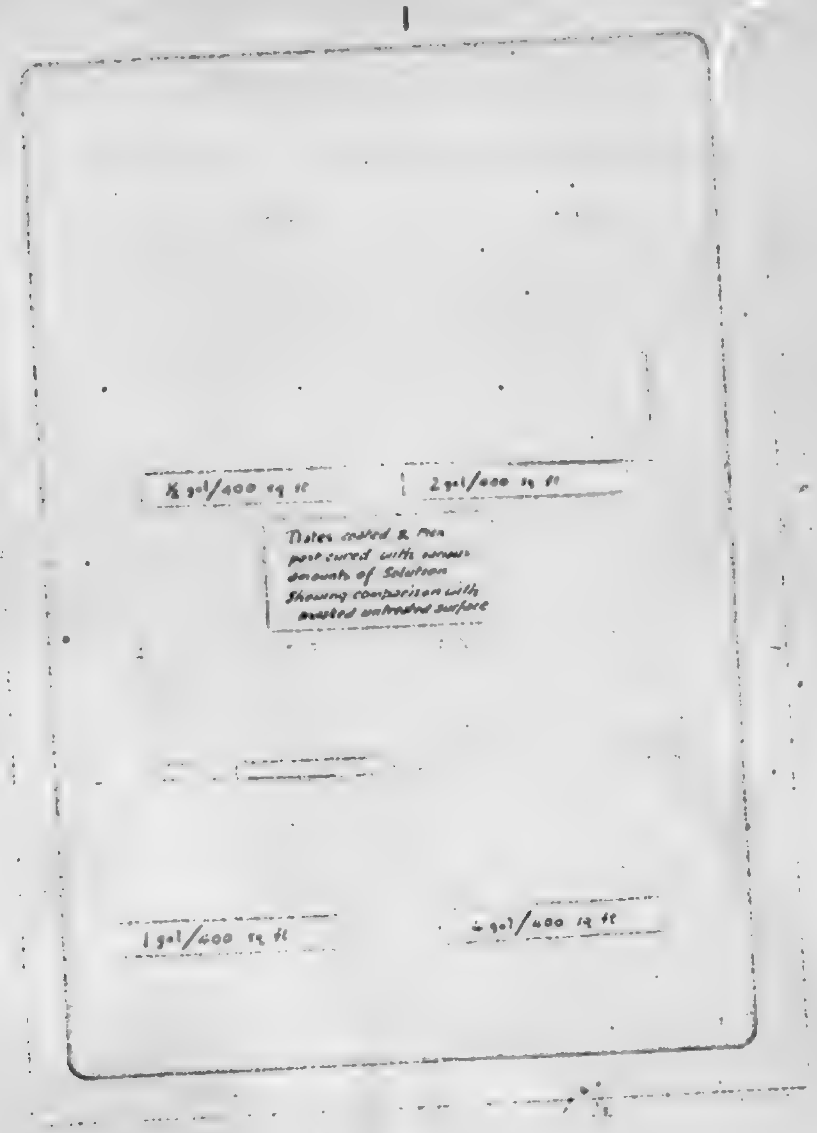
The evidence to this point indicates that it is most probable that a state of stability as far as loss of coating thickness is concerned is most unlikely to occur until it is covered by a protective seal coat.

CAN TEST LTD.

J.G. Smith

LTD.

Black marks and scratches on upper and lower portion of panels were marks used and made for Tooke Gauge Readings.


½ gal/400 sq ft
2 gal/400 sq ft
Plates coated & then post cured with various amounts of Solution Showing comparison with coated untreated surface
1 gal/400 sq ft
½ gal/400 sq ft

LEGEND

Test Panels

Surface Preparation:	Prepared by blasting in the same manner (in line) as steel destined for "Freemont Project", Portland, Ore.
Paint Application:	Coating of Rust Ban 193 applied in the same manner (in line) as steel destined for "Freemont Project", Portland, Ore.
Acid Post Curing:	Panels were treated with varying amounts of acid curing agent. The acid was obtained from Cenron Ltd. and was that used for the post treatment of Rust Ban coatings for the "Freemont Project". Acid was applied over one half surfaced area of each panel and spread evenly over the entire surface with a rubber spatula. Acid was applied over lower half of each panel.
Series 1:	Acid applied equivalent to ½ gal/400 sq. ft. (One half recommended application).
Series 2:	Acid applied equivalent to 1 gal/400 sq. ft. (Recommended application).
Series 3:	Acid applied equivalent to 2 gal/400 sq. ft. (Twice recommended application).

RECEIVED
SEP 15 1971
FOR FILING

T 455-8

7214

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

August 27, 1971

Anderson-Hannan
1626 NW 16th
Portland, Oregon 97209

ATTENTION: Ralph Hannan

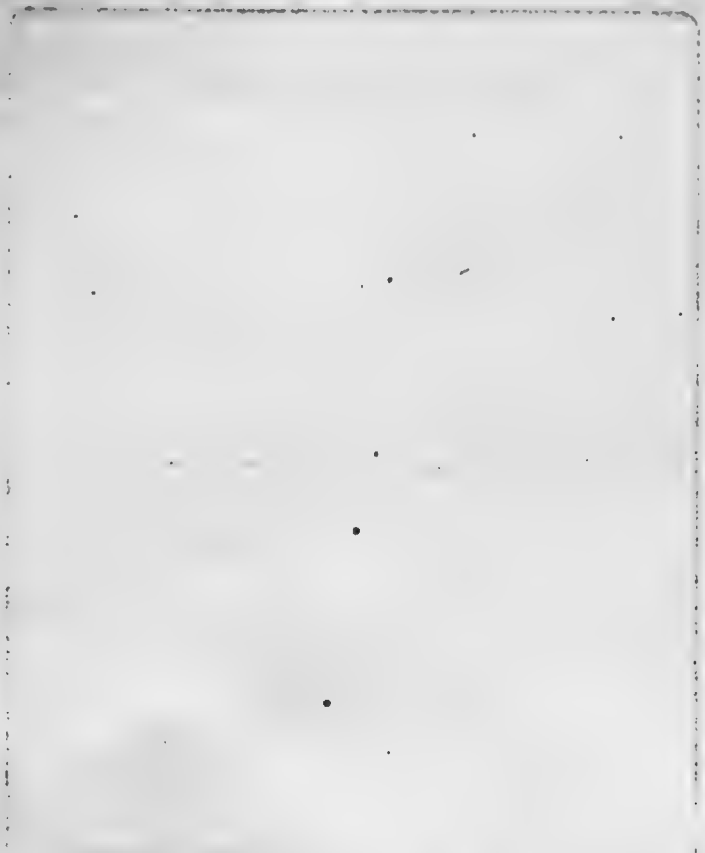
Re: West Fremont Interchange
Contract No. 7214

Gentlemen:

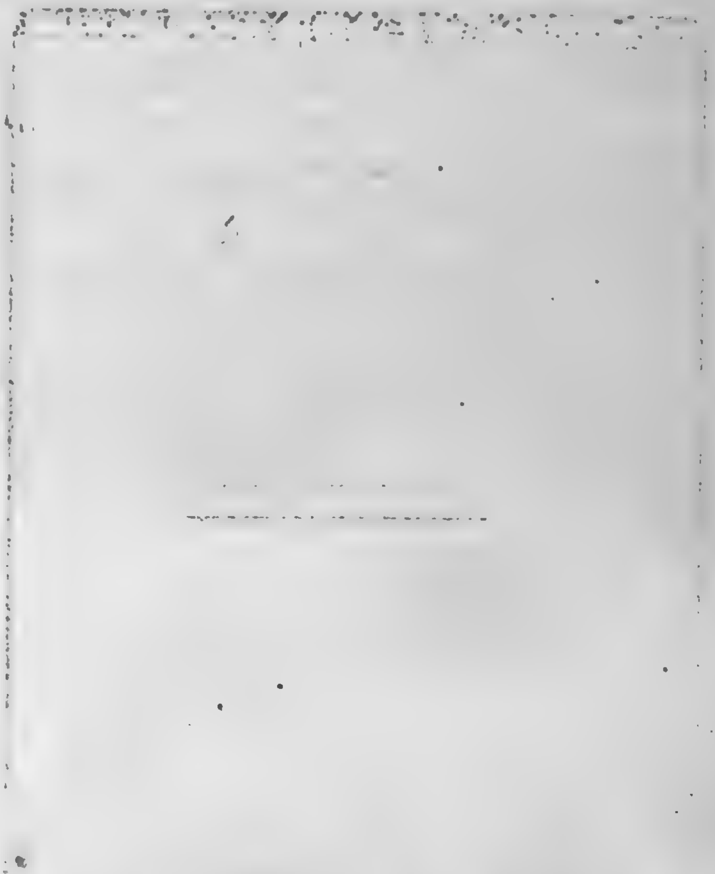
We have your letters of August 19, and August 25, 1971, regarding painting problems on the West Fremont Interchange project. I believe a resume of the painting status would be in order.

1. After review of the Contractor's and the State's paint consultant's reports on their investigations of the zinc paint deterioration, the State has concluded that the zinc paint problems which we have experienced are not a result of the paint itself; therefore these problems must be due to faulty application which makes the Contractor responsible.
2. The State has gone to considerable expense with an experimental program to try to find a vinyl paint system which will produce satisfactory results. As a consequence and influenced some by comments from your painting subcontractor, the State has decided that there may be a more satisfactory vinyl paint available than the brand you started with. You have a price agreement which alters the specifications to allow this. You have also been told that if you can come up with a better paint which paint results in a higher cost to you, the State would bear this higher cost.
3. At the moment, Rust Ban 193 is the primer paint of record. You have asked if you could use Carbozinc 11 for touch-up primer and the State has replied in the affirmative. Subsequent to your request, your paint consultant, Gordon Smith, stated that he felt that Rust Ban 193 was the preferred primer for building up low areas. If there is confusion in your mind about which primer should be used, it can be traced to the fact that on the one hand you asked for permission to substitute Carbozinc 11 for Rust Ban 193 while on the other hand you (Gordon Smith) told us that you questioned the advisability of this substitution. The State's position is that Rust Ban 193 is acceptable and that Carbozinc 11 can be allowed as an alternate. We would like a proposal from you for its use together with data from the manufacturer attesting to its history of similar usage if you desire to use it.

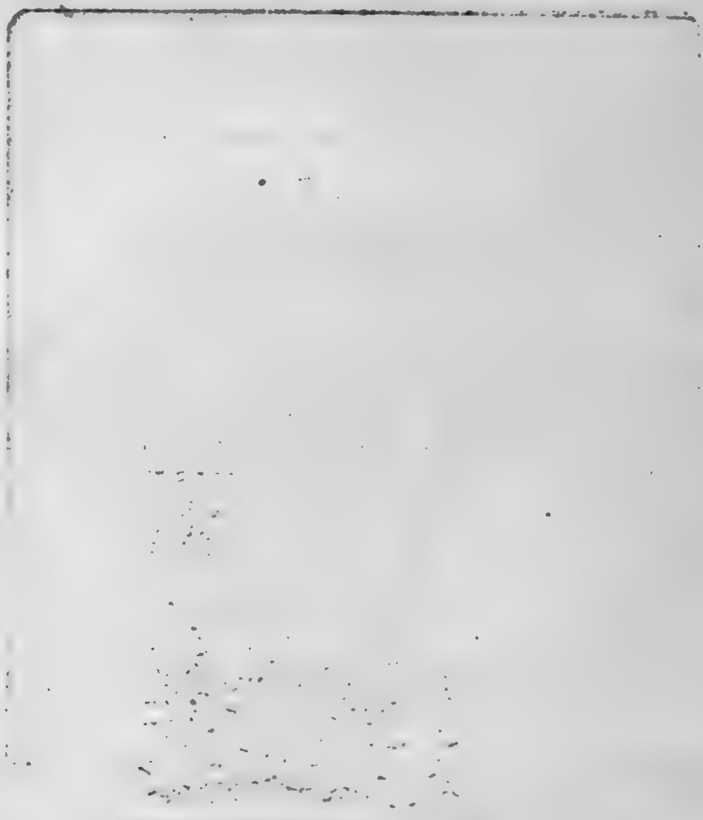
ST LTD.



½ gal/400 sq ft

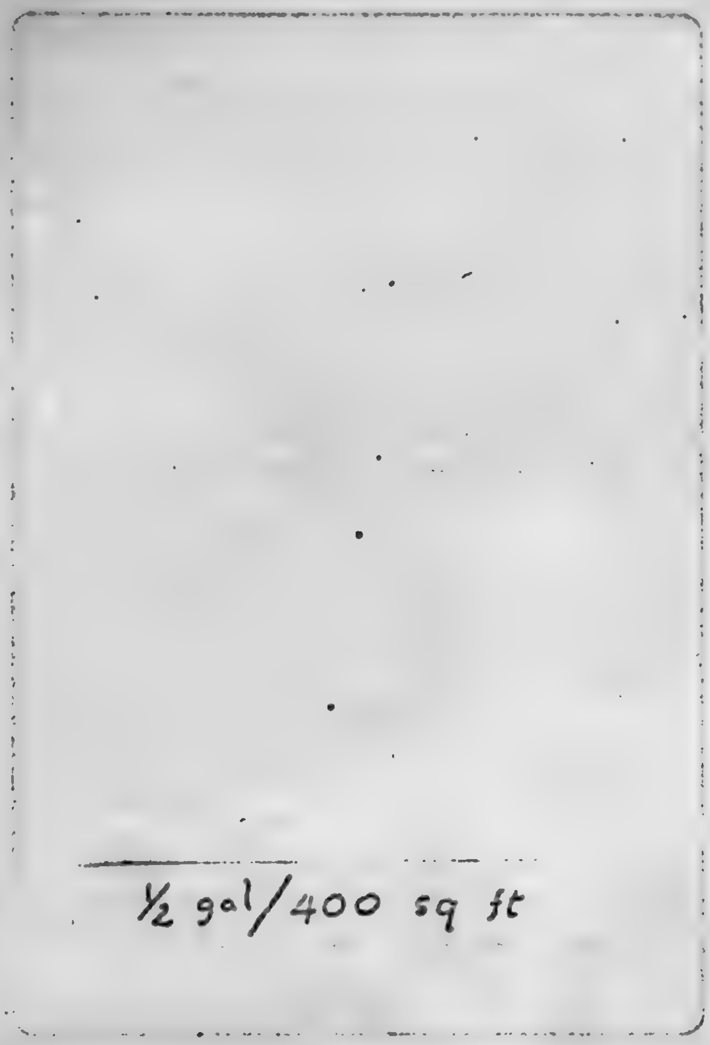


1 gal/400 sq ft

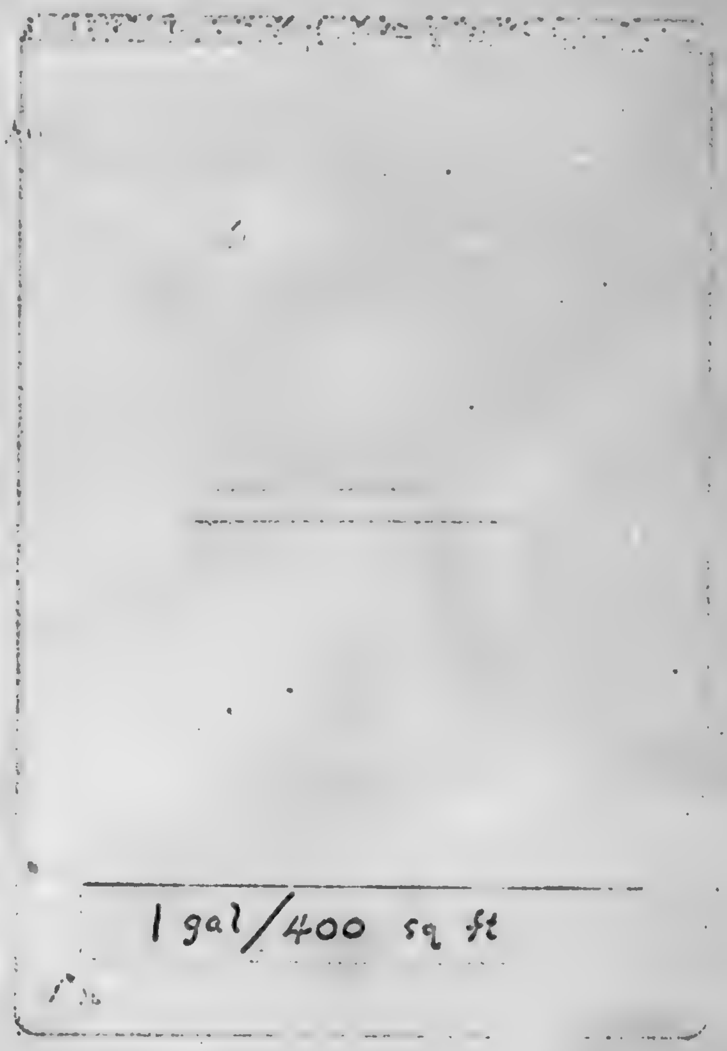


4 gal/400 sq ft

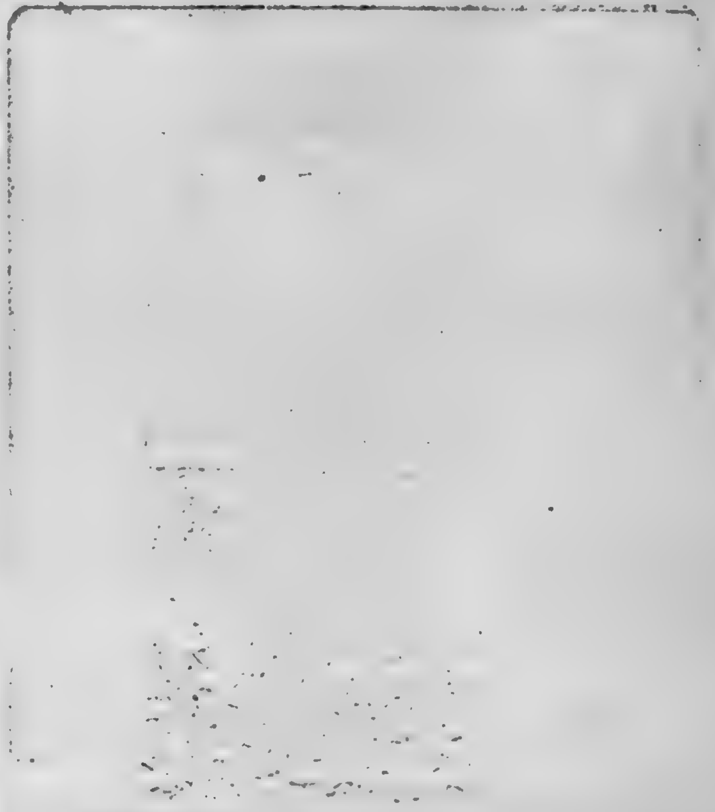
ST LTD.



½ gal/400 sq ft



1 gal/400 sq ft



4 gal/400 sq ft

With regard to which specifications, Special Provisions or manufacturers, that would be used with Carbozinc 11, we intend to follow those of the manufacturer so long as they are not in direct conflict with our own and so long as they produce an acceptable job.

4. With regard to payment for the repairs to the prime coat, please refer to Mr. Edwards letter of August 16, 1971, addressed to your firm, which suggests that you bring this to our Claim Review Board for determination as to costs.

Our people stand ready to assist you with any and all phases of the paint work at any time. If you still have paint questions or when new ones arise, please do not hesitate to contact Mr. Howard for clarification.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: A. E. Johnson w/attach.
Ivan Merchant "
John Howard
Robert Shotwell "

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ANDERSEN-
HANNAN
A JOINT VENTURE
BOX 13367
PORTLAND, OREGON 97213

August 19, 1971

METROPOLITAN ENGINEER
RECEIVED
AUG 23 1971
Mr AME AME MOE MOE MTE

Oregon State Highway Division
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

ATTENTION: Edward L. Hardt
Assistant Metro. Engr.

Dear Sir:

In reply to your letter of August 13, 1971, which questions our letter of August 10, 1971, regarding unsettled paint procedures for exterior or steel girders. Both John Kreiter, Jr. and I left this meeting of August [illegible], 1971 with the understanding that further investigation on your behalf was to take place prior to beginning this corrective work on the girder exteriors.

Do you not recall Gordon Smith's recommendation of using only Enjay's 193 Inorganic Zinc on the primer repair coat? To this you replied that you saw a degree of merit in his thinking because of the good bonding quality of the 193.

After a brief group discussion, John Kreiter, Jr. then asked for clarification on the meaning of this discussion. The clarification came from you in a statement something like this: 'I would like to give the primer repair further consideration and will get back to you with the results of my query'. We, therefore, are anxious to receive this word from your office regarding acceptability on the alternate primer, Carbozinc 11.

We note that you have received a letter dated August 11, 1971 from the Carboline Company stating their recommendations for cleaning existing coatings prior to topcoating. Our subcontractor is ready to go to work. We have ample work available to him, the weather is suitable and our season is waning. A prompt reply from your office will be of mutual benefit to everyone involved.

Very truly yours,

ANDERSEN-HANNAN

Ralph Hannan

Ralph Hannan
Project Manager

RH:lw
cc: Industrial Painting & Sandblasting
John Howard, Resident Engr.

ANDERSEN-HANNAN
A JOINT VENTURE
BOX 13367
PORTLAND, OREGON 97213

METROPOLITAN ENGINEER
RECEIVED
AUG 26 1971
☐ ME ☐ AME ☐ AME ☐ ☐ ☐

August 25, 1971

Oregon State Highway Division
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

ATTENTION: Edward L. Hardt, Asst. Metro. Engr.

Dear Ed:

Our Resident Engineer, Mr. Howard, graciously allowed us to proceed with painting the exterior of the steel girders on a unit where the mill thickness was deemed acceptable, re. letter from Mr. Edwards. Even in this unit there is some corrective work and you normally expect this regardless of the paint specification. However, upon undertaking the task of actually doing the work we ran head-long into confusion as to what was required of us. We have not as yet been informed which zinc primer is required for corrective work or even definitely if the option is in fact ours, re. meeting of 8-5-71. John Howard is vitally concerned, and justly so, about our waning season. My feeling on this subject was indicated to you in my letter of 8-19-71. Industrial Painting & Sandblasting's confusion immediately became mine. I had a brief meeting on the project, involving all parties concerned with the painting. It became quite clear to me that we are in need of direct, concise, exacting orders on how to proceed, what methods of surface preparation are required, what material to use, and what is an acceptable finish on the vinyl top coat. We have gone to the extra expense of cadmium plated bolts on the understanding that by following the paint manufacturer's recommendations we could completely eliminate sandblasting. Thus the price agreement was executed covering cadmium plated bolts. However, sandblasting keeps cropping up and along with it all of the unsavory fringe problems that automatically arise.

I have instructed my paint subcontractor to desist from painting structural steel girder exteriors until he has concise instructions regarding what is expected from him.

The paint problems on this project have caused me to attend more meetings than is required by Alcoholics Anonymous. I have urged the Oregon State Highway Dept., for a period of about three months, to get something conclusive on the painting of the exterior of these girders. I have amassed a file of useless information on inorganic zinc paint. I feel that I have written letters, made inquiries, had conferences, transmitted information, studied, experimented, attended meetings, tread water, yes, and have even come home intoxicated, and have not yet ferreted out a solution to these paint problems.

August 25, 1971

I am at a point in time where I feel the owner, meaning the OSHD, has got to make policy. This specification as written is not workable to the degree that they desire. What to do about this is beyond my comprehension and thank God is not my responsibility.

I have been examining a letter from Enjay Chemical Co. written to me 7-28-71, which I transmitted to the OSHD, regarding touch up and repair of 193 primer with 193 primer. I find no confusion in the statements as set forth. I have examined the contents of the letter issued by Carboline Company stating their corrective procedures and find no confusion.

Somehow when you add to these letters, the problem we have been having with the vinyl finish coat bubbling and reacting differently with their own or an alternate primer, the issue begins to cloud a bit. Further, when you add the strong statements as to the primer repair procedures set forth in the Special Provisions and also, as set forth in the Special provisions, the statement of the manufacturers recommendations the issue becomes a bit more murky. Add to this growing equation the fact that the OSHD has hinted they will pay for part of the repairs, that this information has never reached the paint inspector and the steel supplier takes a stand that this paint is more sacrificial than the State is eager to accept. Their stand is by no means a weak position. The above factors form an equation that I am unable to solve. I don't feel that I have authority to recommend alternate products in an effort to solve this problem.

In conclusion, what is now required from you prior to starting back on this painting is as follows:

1. What exactly is the State going to pay for and when are they going to pay? They have not paid for anything to date.
2. Which primer touch up is allowable or acceptable?
3. To what degree are we going to follow the Special Provisions and to what degree are we going to follow the manufacturers recommendations?

We have now lost the best painting weather in 1971 and at this time it is impossible to convert this loss-time to dollars. I assure you that there will be an added cost. I have an earnest hope that you can see your way clear to give this correspondence your immediate consideration so that we may salvage the remaining portion of the painting season.

Very truly yours,

ANDERSEN-HANNAN

Ralph Hannan Jr.

Ralph Hannan Jr. - Project Mgr.

RH:lw
cc: John Howard, Resident Engr.
Industrial Painting & Sandblasting
Graham Higgins, Canron Limited

August 25, 1971

Oregon State Highway Division
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

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Very truly yours,

ANDERSEN-HANNAN

Ralph Hannan Jr. - Project Mgr.

RH:lw
cc: John Howard, Resident Engr.
Industrial Painting & Sandblasting
Graham Higgins, Canron Limited

RECEIVED
[illegible] 1971
FOR FILING

I-405-3(20)[illegible]
7314

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE - SAN FRANCISCO, CALIFORNIA 94103
621-7245
AREA CODE 415

18 August 1971

Our File: P-5711

State of Oregon
Department of Transportation
138 State Highway Vuilding
Salem, Oregon 97310

Attention: Mr. A.E. Johnson, Assistant State Highway Engineer

Gentlemen:

Please find enclosed our Invoice No. 017591 covering the work completed under our report dated 30 June 1971 and conference of 21 July 1971 in Portland.

Respectfully submitted,

H. R. Harlan Jr.

Harold R. Harlan Jr., Technical Director

HARLAN ASSOCIATES, INC.

HRHJr:mp
Orig. only
Enclosure

8.24.71 [illegible] w/enc

8-24-71 cy's [illegible] to Howard [illegible] Shattuck Ed Hodt

(noted)

RECEIVED
AUG 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8.24.71

Approved
Asst. State Hwy. Engr.

Invoice approved this date & changed to 626-1011-900-40 1104.25
626-1017-900- $104.75

AE Johnson

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE - SAN FRANCISCO, CALIFORNIA 94103
621-7245
AREA CODE 415

TO:	Oregon State Highway Department 138 State Highway Building Salem, Oregon 97310	DATE:	18 August 1971
		INVOICE NO:	017591 (page 1 of 2 pages)

This invoice covers work completed to date including conference of 21 July 1971 in Portland, Oregon and our Report dated 30 June 1971 with regard to Inorganic Zinc Tests, as authorized by Mr. A. E. Johnson, Assistant State Highway Engineer.

Laboratory tests (our report dated 30 June 1971):	
Control tests: panel preparation and film thickness measurements, 3 hours @ $40.00/hour:	$120.00
Weathering by acceleration:	
Panel preparation and film thickness measurements, 3 hours @ $40.00/hour:	120.00
1200 panel hours accelerated weathering @ $0.30/panel hour:	360.00
Water Spray:	
Panel preparation and film thickness measurements, 3 hours @ $40.00/hour:	120.00
Water spray exposure, 3 panels @ $50.00/panel:	150.00
Cold Water Spray and Storage Cycling:	
Panel preparation and film thickness measurements, 3 hours @ $40.00/hour:	120.00
Cold Water Cycling exposure, 3 panels @ $60.00/panel:	180.00
Salt Fog Exposure:	
Panel preparation and film thickness measurements, 3 hours @ $40.00/hour:	120.00
Salt Fog Exposure, 750 panel hours @ $0.25/panel hour:	187.50

Continue to Page 2

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE - SAN FRANCISCO, CALIFORNIA 94103
621-7245
AREA CODE 415

TO: Oregon State Highway Department
138 State Highway Building
Salem, Oregon 97310

DATE: 18 August 1971

INVOICE NO: 017591
(Page 2 of 2 pages)

Report dated 30 June 1971, 4 hours @ $40.00/hour:	$160.00
Conference in Portland, 21 July 1971, One day @ $400.00/day:	400.00
Expenses (ticket enclosed):	122.00
Miscellaneous (phone conversations)	50.00
	$2209.50

8-24-71
APPROVED
C. Johnson
ASST. STATE HWY. ENGR.

Chg: 626-1011-900- 1104.75
626-1017-900- 1104.75

Our File: P-5711
HRHJr:mp
Orig. & 2cc

RECEIVED
AUG 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AFFILIATIONS: National Paint, Varnish and Lacquer Association . . . Federation of Societies for Paint Technology . . . American Chemical Society . . . American Society for Testing and Materials . . . American Institute of Chemists . . . Air Pollution Control Association . . . American Oil Chemist's Society . . . Forest Products Research Society . . . International Science Foundation . . . Technical Association of the Pulp and Paper Industry . . .
Registered Chemical Engineer, State of California

RECEIVED
AUG 17 1971

FOR FILING

I 405-[illegible](20)
7214

August 16, 1971

Andersen-Hannan
P. O. Box 13367
Portland, Oregon 97213

Gentlemen:

Re: West Fremont Interchange
Contract 7214

Based on meetings between the affected contractors, Canron, Cantest, and Harlan, we have determined that girders having a prime coat zinc covering of 2.0 mils thickness will be acceptable for covering with the final vinyl coat subject to the repairing of erection scars, skips, holidays, and rust.

A list of the beams which our measurements have determined to be unsatisfactory is as follows:

UNIT	SPAN	GIRDER	UNIT	SPAN	GIRDER
EW1	4	E	SE2	3	A
	6	D, E		4	A, B, C
WS1	1	A		5	A, B, C
	2	A, B	SE3	6	A, B, C
WS3	5	B		7	A, B, C
SW1	1	A, B		8	A, B, C
	2	A, B	ES2	3	A, B, C
	3	A, B		4	A, B, C
SW3	6	A, B		5	A, B, C
	7	A, B			
	8	B			

In order that controversy involving the cost of repairs to the prime coat painting be properly adjudicated, I would suggest that you arrange through John Bond, Construction Administration Engineer, to bring these matters before the Claims Review Board at your early convenience.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
A. E. Johnson
Ivan Merchant
R. L. Schroeder
John Howard
Robert Shotwell
John Bond

AAR:dh/TE:ja

RECEIVED
SEP 16 1971
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

August 13, 1971

Anderson-Hannan
1626 N. W. 16th
Portland, Oregon 97209

ATTENTION: Mr. Ralph Hannan:

Re: West Fremont Interchange
Contract No. 7214

Gentlemen:

We have your letter of August 10, addressed to John Howard which mentions that the Oregon Highway Department has not definitely settled on methods and procedures for repairing zinc paint on outsides of girders.

The reason the State has not settled on these methods is that, to date, we have not received your paint supplier's recommendations regarding (1) the degree of cleaning (wire-brush vs. sandblasting) necessary for applying Carbozinc II over rusty Enjay zinc and (2) the proper surface preparation for applying Carbozinc II over Enjay zinc which is not rusty but may be rust stained.

It is requested that you expidite submission of these recommendations so that this cleaning criterea can be established.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: ✓ A. E. Johnson w/attach.
John Howard
Ivan Merchant "

RECEIVED
AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367 PORTLAND, OREGON 97213 • PHONES. 235-8661 777-1401

10 August 1971

A-H Job #G-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard, Resident Engineer

Reference: West Fremont Interchange
Contract #7214

Dear Sirs:

We wish to transmit the enclosed letter from our painting subcontractor in an effort to establish documentation for a time extension. Please note that as a result of our last painting meeting on 5 August 1971, the Oregon State Highway Department has not definitely settled methods and procedures for painting the outside surfaces of our steel trapezoidal girders.

Very truly yours,

ANDERSEN-HANNAN

Ralph Hannan

Ralph Hannan,
Project Manager

RH:hr

Enclosure: Letter from Industrial Painting
& Sandblasting dated 7/28/71

[illegible] BUILDINGS · [illegible] STACKS · TANKS · TOWERS

July 28, 1971

Andersen-[illegible]
1820 [illegible], 16th St.
Portland, Oregon

RE: West Fremont Interchange
Contract No. 7214

Gentlemen:

We have been informed that we cannot proceed with the [illegible] of the [illegible] girders and floor beams until the [illegible] [illegible]

Si[illegible]

[illegible] ERECTING CO.

John R. Kreiter

[illegible]

RECEIVED
AUG 16 1971

FOR FILING

I-405-8(20)505
7214

August 12, 1971

Mr. William J. Ritchie
District Director of Customs
Treasury Department
U.S. Customhouse
Portland, OR 97209

394

Re: Your File ADM-2-DCV

Dear Mr. Ritchie:

In line with your inquiry of July 22 and our conference with Mr. Dwyer of your office on August 3, I am enclosing a tabulation which represents our estimate of cost of the so-called assist items chargeable to the structural steel for the Fremont Bridge approach complex.

If I can furnish you any additional information, please do not hesitate to call.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

Attachments

bc R. L. Porter
A. E. Johnson
Ivan Merchant

CAG:ag ja

	INITIALS	DATE
PREPARED BY	[illegible]	8/4/71
~~APPROVED BY~~ Ch	PNW	8-4-71

Fremont Bridge
East and West Approach Complex
Anderson-Hannon- W. Fremont C# 7214
Drake-Willamette - E. " C# 7310, 11, 12

LINE No.		(1)	(2)
1	Contract [illegible] cost of final		
2	design work done by		
3	HNT&B		
4			
5	C# 7214 W. Fremont ** - less roadwork:		18549194 /
6	" 7310 E " " "	12665900 ✓	
7	" 7311 " " " "	8324227 ✓	
8	" 7312 " " " "	1731551 /	22721678 /
9		22721678	
10	Total		41270872 /
11			
12	Cost of Design & Contract Dwgs		1111000 ✓
13	HNT&B Agrt. 5/14/67		
14	% chargeable to each		
15			
16	W 18,549,194 / ÷ 41,270,872 = 45% × 1,111,000		499950 /
17			
18			
19	E 22,721,678 / ÷ 41,270,872 = 55% / × 1,111,000		611050 /
20			
21			
22	Contract cost of ~~[illegible]~~		
23	Str. Stl		
24	C# 7214 Bid Item #65 9,462,105 / = 51% / of Contract /		
25	7310 " " #33 10,652,642 /		
26	7311 " " #75 6,389,373 /		
27	* 7312 " " #65 207,895 /		
28	17,249,910 / = 76% / of Contract		
29			
30	* This furnished by		
31	Portland [illegible] Firms		
32	** [illegible] Contract Dwgs by State		

TREASURY DEPARTMENT
BUREAU OF CUSTOMS
PORTLAND, OREGON

Edwards

July 22, 1971

REFER TO
ADM-2-DCV

Johnson: copy

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Porter
State Highway Engineer

Gentlemen:

This office has had several current importations of steel bridge structures used in building the Fremont bridge in Portland. These shipments have been imported from Canron Limited, Western Bridge Division, Vancouver, Canada, for Anderson-Hannon and Drake Willamette, both of Portland, Oregon.

Kindly note an enclosed copy of your letter of November 23, 1970, to Canron Limited, wherein you furnish Canron with the costs for the bidding plans and specifications for the Fremont bridge.

In order for the U.S. Customs to properly appraise these importations of bridge structures from Canada, further information is urgently needed by this office on all the assists costs involved in the production of these bridge parts. This means primarily the costs for engineering, work, and development, which were incurred in creating the plans for the imported bridge structures.

If you have any questions on this inquiry, kindly contact this office, or if you prefer, arrange an appointment for a representative of this office to visit you.

Sincerely,

William J. Ritchie
WILLIAM J. RITCHIE
District Director

Enclosure

RECEIVED
JUL 2
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 1971
OREGON
STATE HIGHWAY COMMISSION

5/3
Mr Dwyer

REPLY TO: DISTRICT DIRECTOR OF CUSTOMS, U.S. CUSTOMHOUSE, PORTLAND, OREGON 97209

FORM [illegible] · [illegible] SYSTEMS · CELINA, OHIO · DALLAS · LOS ANGELES · LITHO IN U.S.A.

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

	(1)	(2)
Contract cost of imported structural steel - By Caron		
C# 7214 Item #65 9,462,105 ✓		
7310 " #33 10,652,642 ✓		
7311 " #75 6,389,378 ✓		17040070 -
17,040,020		
Amt of design & working dwg cost chargeable to imported str. stl		
C# 7214 51% of 499,950 ✓ =		254975 ✓
7310&11 76% of 611,050 ✓ =		464398 ✓
Add HNT&B cost to check shop dwgs.		
C# 7214 7976 T @ 2.50 ✓	19940 ✓	
7310 8078 T @ "	20195 ✓	
7311 4370 T @ "	10925 ✓	51060 ✓
Add State cost to inspect steel		
C# 7214 7976 T @ 13.50 ✓	107676 ✓	
C# 7310&11 12448 @ 14.87 ✓	185102 ✓	292778 ✓
Total Est Assist Costs		1063211 ✓

Date [illegible]

D TO [illegible] By [illegible] No. [illegible]

Letter From William J. Ritchie, Dist. Dir. Treasury Department, Portland [illegible]

Dated July 22, 1971

Has Been Acknowledged By

RE:

Assists costs for imported bridge structures.

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS:

Please R/D reply.

A-3

Report Received 8-9-71 Completed

To Commission Agreement

File Closed

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
NOV 27 1970
WESTERN BRIDGE DIVISION

4900/5900/18

[illegible]

[illegible]

Copy to file

November 23, 1970

Canron Limited
Western Bridge Division
145 West First Avenue
Vancouver 10, B. C.
CANADA

Attention P. G. Higgins, P. Eng.
Contracts Manager

Gentlemen:

West Fremont Interchange Section
East (Unit A & Unit B) Fremont Interchange Secs.

The information requested in your letter of November 17, 1970, is as follows:

The Division does not keep records on the cost of producing bidding plans and specifications for each individual job. The Division charges a flat fee of $5 per set regardless of the size of the job.

On the West Fremont project we issued 18 sets of bidding plans and specifications and 102 sets of informational plans and specifications.

On the East Fremont job, Unit A, we issued 10 sets of bidding plans and specifications and 90 sets of informational plans and specifications.

On East Fremont, Unit B, we issued 13 sets of bidding plans and specifications and 109 sets of informational plans and specifications.

On East Fremont, Unit C, we issued 15 sets of bidding plans and specifications and 69 sets of informational plans and specifications.

Very truly yours,

R. L. Porter
State Highway Engineer
By Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

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JUL 23 1971
OREGON
STATE HIGHWAY COMMISSION

CAG:dh

Form [illegible]

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

WEST FREMONT INTERCHANGE

ZINC PAINT THICKNESS READINGS ON OUTSIDES OF GIRDERS

8-5-71

UNIT	NUMBER OF READINGS	LESS THAN 1	LESS THAN 2	MORE THAN 2		% READINGS UNDER 2 MILS TAKEN EARLIER		
EW-1	84	0-0%	11-13%	73-87%		0 %		
WE-1	84	0-0%	0-0%	84-100%		0 %		
WS-1	108	0-0%	27-25%	81-75%		28 %		
WS-2	78	0-0%	3 4%	75-96%		6 %		
WS-3	99	0-0%	9 9%	90-91%		9 %		
SW-1	156	1-1%	120-77%	35-22%		40 %		
SW-2	NOT	AVAILABLE				3 %		
SW-3	137	0-0%	34-25%	103-75%		11 %		
SE-1	72	0-0%	0-0%	72-100%		0 %		
SE-2	122	0-0%	33-27%	89-73%		7 %		
SE-3	284	2-1%	150-53%	132-46%		57 %		
ES-1	58	0-0%	0-0%	58-100%		0 %		
ES-2	282	0-0%	140-50%	142-50%		34 %		
ES-3	603	0-0%	18-3%	585-97%		72 %		

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FOR FILING

I-405-8(6)223

7214

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 5, 1971

SUBJECT: West Fremont Interchange
Contract No. 7214
Zinc Paint Thickness
Readings—Outsides of Girders

To: A. E. Johnson
Assistant State Highway Engineer-
State Highway Building
Salem

Attached you will find five xerox sheets of tabulated outside-of-girder zinc paint thickness readings for the subject project together with one sheet which summerizes this data.

These readings have been taken by John Howard's crew using both the Tooke and the banana gauge. Some readings were taken on the ground before erection, and the balance in the air, both from the Contractor's stripping scaffold and by hanging over the side of the girder.

You will note a column on the summary sheet entitled "% Readings Under 2 Mils Taken Earlier". This is a representation of the readings, essentially taken in the girder interiors, as of April 22, 1971. These were included on this sheet to illustrate that there is a correlation between the inside and outside readings. In all units except ES-3 and possibly SW-1 there is a reasonable relationship between the outside readings presented here and the earlier inside readings.

The tabulation indicates that there are possibly 50 individual girders with an appreciable number of readings showing less than 2 mils. As to how to use these readings for making repairs, I believe they should be used as a guide as to which girders to examine more thoroughly. This examination would most reasonably be done at the time the repairs are made, when the Contractor's equipment is available for access.

If further information or details are desired, please advise.

R. L. Schroeder
Metropolitan Engineer

By: Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

RECEIVED
AUG 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:pb
cc: Ivan Merchant w/attach.
John Howard "
Robert Shotwell "

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 5 SHEETS

Zinc Primer Mil Gage in Percent by Span

7-27-71

Rail	Direction	Span No.	Girder No.	No. of Readings		0 - Less than 1 mil	%	1 - Less than 2 mils	%	2+ mils	%
	EW-1	3	D	10		0	0	0	0	10	100%
			E	10		0	0	0	0	10	100%
		4	D	12		0	0	0	0	12	100%
			E	12		0	0	4	33%	8	67%
		5	D	10		0	0	0	0	10	100%
			E	10		0	0	0	0	10	100%
		6	D	10		0	0	3	30%	7	70%
			E	10		0	0	4	40%	6	60%
Total for EW				84		0	0%	11	13%	73	87%
	WE-1	3	D	10		0	0	0	0	10	100%
			E	10		0	0	0	0	10	100%
		4	D	12		0	0	0	0	12	100%
			E	12		0	0	0	0	12	100%
		5	D	10		0	0	0	0	10	100%
			E	10		0	0	0	0	10	100%
		6	D	10		0	0	0	0	10	100%
			E	10		0	0	0	0	10	100%
Total for WE				84		0	0%	0	0%	84	100%
	WS-1	1	A	26		0	0	5	19%	21	81%
			B	24		0	0	1	4%	23	96%
	WS-1	2	A	29		0	0	16	55%	13	45%
			B	29		0	0	5	17%	24	83%
	WS-2	3	A	21		0	0	2	10%	19	90%
			B	20		0	0	0	0	20	100%

Form [illegible] (Rev 12-70)

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 5 SHEETS

Zinc Primer Mil Gage in Percent by Span

Sanders
7-29-71

[illegible] Direction		Span No.	Girder No.	No. of Readings		0- Less than 1 Mil	%	1- Less than 2 Mils	%	2+ Mils	%
	WS-2	4	A	20		0	0	1	5%	19	95%
			B	17		0	0	0	0	17	100%
	WS-3	5	A	18		0	0	2-	11%	16	89%
			B	14		0	0	3-	21%	11	79%
	WS-3	6	A	23		0	0	2-	9%	21	91%
			B	18		0	0	1	6%	17	94%
	WS-3	7	A	14		0	0	1	7%	13	93%
			B	12		0	0	0	0	12	100%
Total for WS				285		0	0%	39	14%	246	86%
	SW-1	1	A	25		0	0	15-	60%	10	40%
			B	24		0	0	20-	83%	4	17%
	SW-1	2	A	28		0	0	21-	75%	7	25%
			B	28		1	4%	21-	75%	6	21%
	SW-1	3	A	25		0	0	18-	72%	7	28%
			B	26		0	0	25-	96%	1	4%
	SW-3	6	A	19		0	0	4-	21%	15	79%
			B	17		0	0	4-	24%	13	76%
	SW-3	[illegible]	A	27		0	0	7-	26%	20	74%
			B	25		0	0	10-	40%	15	60%
	SW-3	8	A	23		0	0	2-	9%	21	91%
			B	26		0	0	7-	27%	19	73%
Total for SW				293		1	0%	154	53%	135	47%

No readings - [illegible]
[illegible] Area for Spans
4 thru 5 [illegible]

Form [illegible] (Rev 12-70)

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 3 OF 5 SHEETS

Fine Primer Hill Cage in Percent by Span

Sanders
7-29-71

Ramp	Direction	Span No.	Girder No.	No. of Readings		0- less than 1 min	%	1- less than 2 mins	%	2+ mins	%
	SE-2	3	A	12		0	0	2 -	17%	10	83%
			B	8		0	0	0	0	8	100%
			C	24		0	0	2 -	8%	22	92%
	SE-2	4	A	12		0	0	5 -	42%	7	58%
			B	12		0	0	7 -	58%	5	42%
			C	21		0	0	3 -	14%	18	86%
No readings currently available for spans #1 thru #7 (unit 1 SE)	SE-2	5	A	12		0	0	3 -	25%	9	75%
			B	11		0	0	6 -	55%	5	45%
			C	10		0	0	5 -	50%	5	50%
	SE-3	6	A	21		0	0	11 -	52%	10	48%
			B	20		0	0	7 -	35%	13	65%
			C	18		1	6%	9 -	50%	8	44%
	SE-3	7	A	20		0	0	7 -	35%	13	65%
			B	22		1	4%	7 -	32%	14	64%
			C	21		0	0	4 -	19%	17	81%
Stripping scaffold	SE-3	8	A	55		0	0	37 -	67%	18	33%
			B	50		0	0	36 -	72%	14	28%
			C	57		0	0	32 -	56%	25	44%
Total for SE				406		2	1%	183	45%	221	54%
Stripping scaffold	ES-2	3	A	37		0	0	16 -	43%	21	57%
			B	36		0	0	13 -	36%	23	64%
			C	36		0	0	22 -	61%	14	39%
	ES-2	4	A	23		0	0	14 -	61%	9	39%
			B	26		0	0	20 -	77%	6	23%
			C	26		0	0	19 -	73%	7	27%

[illegible] Rev. 12-61

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 4 OF 5 SHEETS

Zinc Primer Mil Gage in Percent By Span

8-2-71

All Readings Corrected [illegible] / Applicable For Span [illegible] / Thru [illegible] / Stripping See [illegible]

[illegible] Direction		Span No.	Girder No.	No. of Readings		0 - Less Than 1 Mil	%	1 - Less Than 2 Mils	%	2+ Mils	%
	ES-2	5	A	34		0	0	9-	26%	25	74%
			B	30		0	0	11-	37%	19	63%
			C	34		0	0	16-	47%	18	53%
	ES-3	6	A	68		0	0	3	4%	65	96%
			B	66		0	0	0	0	66	100%
			C	72		0	0	1	1%	71	99%
	ES-3	7	A	72		0	0	3	4%	69	96%
			B	66		0	0	3	5%	63	95%
			C	66		0	0	6-	9%	60	91%
	ES-3	8	A	60		0	0	2	3%	58	97%
			B	66		0	0	0	0	66	100%
			C	67		0	0	0	0	67	100%
Total for ES				885		0	0%	158	18%	727	82%
	SW-2	4	A								
			B								
	SW-2	5	A								
			B								
New Total for SW [illegible]											

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 5 OF 5 SHEETS

Zinc Primer Mil Gage in Percent by Span

8-2-71

Ramp Direction		Span No.	Girder No.	No. of Readings		Less than 0-1 Mils	%	Less than 1-2 Mils	%	2+ Mils	%
	SE-1	1	A	3		0	0	0	0	3	100%
			B	4		0	0	0	0	4	100%
			C	3		0	0	0	0	3	100%
			E	0		0	0	0	0	0	0%
	SE-1	2	A	12		0	0	0	0	12	100%
			B	14		0	0	0	0	14	100%
			C	14		0	0	0	0	14	100%
			D	8		0	0	0	0	8	100%
			E	14		0	0	0	0	14	100%
New Total for SE (inc. Pg. 3)				478		2	1%	183	38%	293	61%
	ES-1	1	A	3		0	0	0	0	3	100%
			B	2		0	0	0	0	2	100%
			C	2		0	0	0	0	2	100%
			E	2		0	0	0	0	2	100%
	ES-1	2	A	12		0	0	0	0	12	100%
			B	12		0	0	0	0	12	100%
			C	5		0	0	0	0	5	100%
			D	6		0	0	0	0	6	100%
			E	14		0	0	0	0	14	100%
New Total for ES (inc. Pg. 4)				943		0	0%	158	17%	785	83%

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I-405-P(35)
7211

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 5, 1971

To: Memo To The Files

SUBJECT: West Fremont Interchange
Contract No. 7211
East Fremont Interchange
Contract No.'s 7310 & 7311
Zinc Paint Thickness Measurements

This memo is to document meetings that were held on the site of the East and West Fremont Interchanges on July 30, and August 4. The purpose of these meetings was to arrive at an agreement between Canron who were represented by Can Test and the Oregon Highway Division with regard to the calibration and selection of paint thickness measuring tools.

The meetings held on July 30, were preliminary in nature in order to determine the type of measuring tool to be used and the procedure for calibrating same. A meeting was held at each Resident Engineer's office. In attendance at the East side were Robert Shotwell and representatives of his crew, Ed Hardt, Graham Higins of Canron, Gordon Smith and Dave Timuss of Can Test and Jack Gray of Drake-Willamette. At the West side meeting were George Bennett representing John Howard, Ed Hardt, the above mentioned representatives of Canron and Can Test and Ralph Hannan representing Anderson-Hannan.

Results of the above-mentioned July 30, meetings are as follows:

1. It was agreed that the microtest magnetic gauge, commonly referred to as the banana gauge would be the instrument used for measuring zinc paint thickness on the outsides of the girders.

2. A check of paint thickness readings on a girder on the ground on the East project indicated a discrepancy between the State's banana gauge, Can Test's banana gauge and the State's earlier Tooke gauge readings with the first named instrument reading the highest and the Tooke gauge giving the lowest readings.

3. It was decided that Can Test would prepare steel plate specimens sandblasted and coated with Rust Ban 193 inorganic zinc to be used for standardization of the several gauges involved. A second meeting was scheduled for August 4, at which time these plates would be available for use and the standardization procedure developed.

This meeting was held at Bob Shotwell's office on August 4, commencing at 1:30 PM and lasting til 5 PM. Attending representing Canron was Graham Higgins, representing Can Test Gordon Smith and Dave Timuss, representing Anderson-Hannan Ralph Hannan and John Kreiter, Jr., and representing the Highway Division Ed Hardt, Bob Shotwell, Charles Lobaugh, George Bennett, Earl Mershon and Ed Rief.

Gordon Smith presented nine steel plates, each approximately 4" by 6", of which three each had been coated with about $1\frac{1}{4}$, 2 and $2\frac{1}{2}$ mils of Rust Ban 193. At four locations on each plate paint thickness readings had been taken by Can Test using a micrometer, their banana gauge and their two-prong Elcometer gauge. These readings were also presented by Mr. Smith.

A number of paint thickness readings were taken on a number of plates by Can Test using their banana gauge, by Earl Mershon using the East gauge and by George Bennett using the West Gauge. Readings were also taken by Ed Rief on these plates for his information using his own banana gauge. These readings were compared and were also compared to the previous readings which were taken by Can Test. It was found that the micrometer readings, Can Test's banana gauge and the State's West banana gauge all gave comparable readings and it was felt that Can Test's banana gauge and the State's West gauge could be used as a standard. It developed that the East gauge read consistently higher than the others and using the West gauge as a standard, a correction curve was developed for the East gauge. This correction amounts to approximately 1 mil for readings in the 2-3 mil range. Three plates each with different paint thicknesses were retained by Mr. Shotwell and Mr. Bennett for their use in checking their paint gauges for the balance of the projects.

Since it was established that the West gauge can be used without any correction factor, the readings which have been taken on the exterior of the girders can be accepted without correction, thus a status report for the West girders will be submitted post-haste to the Salem office. A similar report for the East girders will be delayed somewhat until the thickness readings for that project have been corrected according to the data which was determined as described above.

In addition to paint gauge standardization, considerable discussion prevailed during this meeting with regard to other problems generated by the inorganic zinc paint. A discussion of these follows:

1. Although considerable discussion was generated with regard to how the State should apply its paint thickness readings to the repair of the deficient zinc, unfortunately no method was put forth that was practical and acceptable to those present. One thought was explored that possibly only that zinc paint which showed rust would be repaired with the assumption that that which was not rusting was satisfactory. Mr. Smith said that he thought that zinc paint with a film thickness of $1\frac{1}{2}$ mils would probably show rust. This plan would be the simplest to manage because thickness readings would not be a factor but it was not seriously considered because the State's minimum of 2 mils would not be obtained. Mr. Smith suggested that perhaps he and Mr. Hal Harlan could offer some advice after reviewing some of the girders with

deficient zinc as to the proper method of delineating the areas which needed repair. It is the writer's opinion that the only way that the State can be assured of a 2 mil paint thickness is by close scrutiny of the girders and that the only practical time to make this inspection is at the time the girders are repaired when the painter's scafolding would be available for such an inspection. The preliminary paint thickness readings which the State has already obtained could be used to single out those girders which should have further inspection.

2. The problem of separating for cost record keeping purposes the different items of work performed during girder touch up was discussed. It developed that there could be five different work items which the painter might be performing which should be separated with respect to cost. These items are:

1. Sandblasting and painting of black bolts (does not apply to the West side)
2. Repair of thin zinc paint.
3. Removal of loose rust stain.
4. Repair of rusty edge of top girder flange.
5. Repair of erection scars.

It was generally agreed that all of this work should be done at the same time rather than make a separate operation out of each one. The only solution available was that of making an arbitrary percentage split of this work depending on the relative amount of each kind of work being done. It was also generally agreed that no matter how carefully this arbitrary split is made that someone will disagree with it.

3. The method of cleaning of rusty areas on the outside of girders, sandblasting versus power wire brushing, was discussed. It developed that there was uncertainty among those present as to how this cleaning was to be done and it was decided that this should be clarified as soon as possible so as to not hold up this operation. It is the writer's opinion that both methods should be considered-sandblasting when the sandblast equipment is being used for cleaning black bolts and for cleaning those areas, principally corners, which cannot be done satisfactorily with a power wire brush. The power wire brush can very likely be used successfully on flat areas such as the webs and bottom flanges of the girders.

4. The type of inorganic zinc to be used for repair work was discussed. Carbozinc 11 has been used the last several weeks for repair on the inside of girders and it has been noted that this paint does not set up as rapidly nor does it have as hard a surface as the Rust Ban 193. Mr. Smith questioned the use of Carbozinc 11 for outside girder repair

feeling that the Rust Ban 193, due to its superior adherance quality should be used. He suggested that this question be referred to Hal Harlan.

5. The question of responsibility for removal of rust staining was discussed. Mr. Higgins said that Canron had a letter from the State which directed them not to apply paint to the top of the top flanges of the girders and consequently they felt no responsibility for the rust stain which resulted from the rusting of the top flanges. I told Mr. Higgins that to the best of my knowledge and recollection, the State has never received anything from the Contractors formally requesting compenation for the expense of this rust stain removal. He said that he would look into this matter.

The meeting was adjourned at 5 PM.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: A. E. Johnson
Ivan Merchant
John Howard
Robert Shotwell
Drake-Willamette
Anderson-Hannan
Canron
Gordon Smith

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OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 5 - 1971
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[illegible]

7214

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 28, 1971

To: Memo To The Files

SUBJECT: West Fremont Interchange
Contract No. 7214
East Fremont Interchange
Contract No.'s 7310 & 7311
Zinc Paint Reports

A meeting was held in the Metropolitan Section conference room on Wednesday July 21, 1971 at 2 PM to discussed the zinc paint investigation reports as prepared by Harlan & Associates for the State and CanTest Ltd. for Canron. Listed below are those who attended this meeting.

✓* A. E. Johnson	OSHD
Ed Hardt	"
* Bob Shotwell	"
Charles Lobaugh	"
* John Howard	"
Alfred A. Rear	"
* Ivan Merchant	"
* R. O. Cunningham	"
* Harold Harlon, Jr.	Harlan Assoc., Inc.
Ron Owens	Klass Bros. Inc.
* Frank A. Klass	" " "
John Kreiter Jr.	Industrial Painting & Sandblasting
* John R. Kreiter	" " "
* H. A. Schell	FHWA
J. A. Smith	Can Test Ltd.
* P. G. Higgins (Graham)	Canron Ltd.
Dick Davies	" "
Bruce Johnson	" "
John R. Gray	Drake-Willamette
* W. E. Smith	" "
R. E. Grant	" "
* Frank Drake	" "
Don Blue	Enjay
Henry Hannan	Anderson-Hannan
* R. S. Everett	" "
* Ralph Hannan	" "

NOTED
R. L. PORTER

NOTED
A. E. [illegible]

* Received a copy of this memo.

SP*52475-734

Mr. A. E. Johnson opened the meeting by reviewing the zinc paint problem to date. He mentioned that it had been agreed that after the State's and the Contractor's consultants reports were received, these reports would be discussed and any differences would be referred to arbitration. He said that both reports basically were in agreement that it could be expected that the zinc paint would show a film thickness loss of about ½ mil in a time period of six months to a year of field exposure. Harlan's report indicates ½ mil of loss and Can Test's shows 0.6 mil. He said that this being the case, the State has no choice but to take the position that the zinc paint film loss experienced on the East and West Fremont projects is not due to the paint specifications but must be due to faulty application or curing of the zinc paint. He went on to say that since there is a ½ mil thickness loss associated with this type of paint, the State will accept a film thickness of 2½ mils on the job site in lieu of the original 3 mil specification. The State's criteria then for acceptance of this paint will be a 2½ mil average with a minimum of 2 mils in isolated areas. Any paint that is less then 2 mils in thickness must be corrected and this corrective work will be done at no expense to the State.

Mr. Johnson also mentioned that the previous instructions regarding repair of rusty zinc paint by wire brushing of rusty areas only was for the inside of girders only. This repair criteria wherein the only repair work done was to rusty steel and the lack of proper thickness of zinc was not a consideration for repair applied only to the insides of the girders which will be virtually sealed from the atmosphere at the completion of the work. This type of repair will not be applicable to the exposed surfaces of the girders. He proposed that the State will continue to monitor the repair costs for the work on the outsides of the girders.

Mr. Franklin Drake inquired as to whether the State will determine the thickness of the paint now on the outsides of the girders and Mr. Johnson replied that he hoped that a method could be devised whereby the State and the Contractors agreed to the paint thickness readings which would be taken.

Mr. Smith of CanTest talked about his report as compared to the report prepared by Harlon & Assoc. He said that he agreed essentially with Harlan's findings except that his tests in the atmosphere showed a little more loss of zinc thickness than did Harlon's tests which were performed in a laboratory. He said it might be possible for the paint to lose as much as one mil in a year when exposed to the Portland environment. He said he contacted the US weather bureau and learned that the sulfur dioxide content in the air in Portland increases 3 to 4 times in the winter time compared to other times of the year. He said this is a far more corrosive atmosphere than the rural atmosphere in Vancouver, B.C. He said that neither his nor Harlan's reports could accurately predict the exact amount of zinc paint loss which would be experienced in Portland and for this reason he felt that the State should accept an average of 2 mils on the girders in Portland. Mr. Johnson replied that the State's acceptance criteria would be a minimum of 2 mils and any paint that had less than 2 mils of thickness would have to be repaired.

Mr. Smith asked Mr. Harlan about his feelings regarding tolerances for paint thickness readings. Mr. Harlon replied that he felt that whatever tolerances were applicable to the measuring instrument should be added to the minimum requirement, that is, if the minimum thickness requirement is 2 mils and the accuracy of the measuring tool is plus or minus ½ mil, then the minimum acceptable reading should be 2½ mils in order to guarantee that no thickness will be less than 2 mils.

At this point Mr. Graham Higgins requested that the meeting be temporarily recessed in order that the Canron people could assess their position. After about 20 or 30 minutes the meeting was reconvened at which time Mr. Higgins expressed his company's position as follows:

> Canron is not responsible for the zinc paint loss in Portland nor for future paint losses which they feel will occur as time elapses. They have submitted a written report on the zinc deterioration which they have supplemented with oral comments regarding the weather environment in Portland and they don't feel that the State has sufficiently considered this data. They agreed that the State and the Contractor should reach an agreement on the method of making the paint thickness measurements of the paint on the outsides of the girders.

Mr. Johnson reiterated the State's position that it is felt that the two zinc reports come to the same conclusion and that therefore, the State has no choice to ask the Contractor's to repair the deficient zinc.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

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JUL 30 1971
FOR FILING

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OREGON STATE
HIGHWAY DIVISION

July 28, 1971

Mr. Relgh Mikus, Manager
San Francisco District
Pittsburg Testing Laboratories
5514 Doyle Street
Oakland, California 94608

Dear Mr. Mikus:

In reading Report No. 51, for the period July 12 thru July 17, 1971 for the Grit Blasting, Sand Blasting and Painting Inspection at Murphy Pacific Corporation, Richmond, California I noticed the following:

" A number of pieces that were painted and inspected a month ago were re-checked. The paint thickness was acceptable at that time but the vinyl has now shrunk to an unacceptable mil thickness."

I have discussed this comment with our paint chemist and he feels that the original readings must have been taken quite soon after the vinyl paint was applied. The thickness of the vinyl paint should be checked about 24 hours after the vinyl is applied to allow solvent loss. Our paint chemist states that during the period of 24 hours after the vinyl paint is applied to one month after application, there will be about 0.5 mil reduction in thickness from the 24 hour reading due to further solvent loss. This reduction in thickness is tolerable.

Please have your inspectors take the vinyl paint mil thickness readings no sooner than 24 hours after the vinyl paint is applied. This will give a more representative reading of the final film thickness on the steel.

Yours truly,

JOHN C. JENKINS,P.E.
Engineer of Materials & Research

by

J. E. Chidsey,P.E.
Structural Quality Control Engineer

RECEIVED
JUL 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JEC:bm
cc: A. E. Johnson ✓
I. D. Merchant
Robert Schroeder
Robert Cunningham
Don Scott, PTL, Portland

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JUL 23 1971
FOR FILING

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Salem, Oregon
July 22, 1971

V. E. Skoog
Controller

BUILDING

East Fremont Interchange
West Fremont Interchange
Fremont Bridge

Paint Inspection by Pittsburgh Testing Laboratory

My April 15 letter requested that any further payments to Pittsburgh Testing Laboratory in connection with the subject projects be held up until further notice.

These payments may now be released.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan
John Jenkins
R. L. Schroeder

RECEIVED
JUL 20 1971

FOR FILING

I-405-1(30)
7214

July 20, 1971

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Attached is a copy of a claim which was filed with the Secretary of State by Glacier Sand & Gravel Company for concrete aggregate and sand furnished to C. J. Montag & Son (subcontractor) in the amount of $1,263.86.

This appears to be in reference to the Andersen-Hansen Contract No. 7214 for work on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

This claim was filed with the Secretary of State on July 13, 1971, and was assigned his File No. 4617.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc Dooly & Co., Oregon Ltd.
Andersen-Hansen
Glacier Sand & Gravel Company
bc Commission

CWH:dr

NOTED ON CARD
7-20-71 dr.

Claim

4617

FILED
JUL 19 1971
CLAY MYERS
SECRETARY OF STATE

GLACIER SAND & GRAVEL COMPANY
5975 EAST MARGINAL WAY SOUTH • PHONE (206) 763-2200
SEATTLE, WASHINGTON 98134

July 12, 1971

The Honorable Clay Myers
Secretary of State
State of Oregon
Salem, Oregon 97310

REFERENCE: Oregon State Highway Commission
Contract No. 7214
Freemont Bridge Interchange
Portland, Oregon

Dear Sir:

Pursuant to ORS 279.526(1), notice is hereby given that the undersigned, Glacier Sand & Gravel Company, Pacific Building Materials Division, has a claim for concrete aggregate and sand furnished to C. J. Montag & Son, a subcontractor of Andersen-Hannan, under the above-referred Oregon State Highway Commission contract, in the sum of $1,263.86 against the bond taken from General Insurance Co. of America for the performance of said contract.

Very truly yours,

GLACIER SAND & GRAVEL COMPANY
Pacific Building Materials Division

By: P. F. Jones
P. F. Jones
N. W. Division

PFJ:sm

RECEIVED
JUL 19 '71
OREGON
STATE HIGHWAY COMMISSION

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NOTED
C. W. HEAD

Job No. 7214
Sheet 7

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 8

Bay No: #6

Date: 4-20-71

Paint Combination Used: Carboline (ES Unit 3 or New 193)

Wet Mil Thickness: 16

Dry Mil Thickness: 11 mil - 14

Steel temperature: Webs 100°

Air temperature: 56°

Humidity: 46%

Age of Inorganic zinc: 7 days.

Paint Manufacturer: Carboline

936-1 Carboline Vinyl for Yaquina Brdg. Aug-Sept 1970

No. of bubbles/ft^2: 0

General condition and appearance: Slight tendency to pinholing. No bubbles. Epoxy panel in next bay painted at same time 100+ bubbles/ft^2 1/16" dia

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FEB 14 1972
FORM E-30 (12-67)
FOR FILING

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7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Portland, Oregon
July 19, 1971

SUBJECT: Vinyl Paint
West Fremont Interchange
Contract No. 7214

To: ~~MEMO TO THE~~ FILE

The following is a report of vinyl paint field tests made to determine a method of application that will give a minimum of bubbling, pinholing and other surface defects. The bubbles can be descrived as usually 1/8 to 1/16 inch in diameter, a continuous film on the blister surface and where severe, number over loo per sq. ft.. Pinholes vary in size, but are usually the diameter of a pin or smaller and go thru the vinyl to the primer. Craters and dimples are the other imperfections caused by the escape of the solvents during drying but not considered detremental. A crater can be formed by shrinking or breaking of a bubble during drying. A dimple is similar only the paint has flowed back to partially fill the void made by the bubble.

During the month of April sixteen test were made using Enjay and Carboline vinyls in various combinations of tie coats, single and multiple coats. Attached are data sheets and a summary of these tests. The majority were made over Enjay Rust Ban 193 that had been applied one to two weeks earlier. The Enjay (formula 5537) vinyl in all cases was thinned with approximatily 2 1/2 pints of MEK per gallon. Some degree of bubbling occured using this material on all locations that had week old inorganic zinc. Some pinholing occured, but the gereral appearance of the surfaces were good and we would consider them acceptable. From these test and experience gained during the contract painting of the interior girder surfaces the following conclusions can be made:

1-Bubbling can be expected with the Enjay 5537 vinyl when applied to Rust Ban 193 if the steel temperature is 60 degrees or higher.

2-Bubbling will occur at temperatures between 40 and 60 degrees when the 5537 is applied to 7 to 14 day old 193 zinc.

3-Bubble and pinhole free surfaces were obtained where 5537 was applied to Rust Ban 191. These were interior girder surfaces of units EW-1, WE-1, SE-1, and ES-1 where little repair work to the zinc was needed. Steel temperature on units SE-1 and ES-1 were above 60 degrees.

4-Acceptable surfaces were obtained with the Carboline vinyl on both old and new zinc and above 60 degrees steel temperature.

Harlan Associates report dated May 21 on the vinyl indicated MEK thinner contributed to the bubbling. Also, they recommended Super Koropon as a primer. Field tests were made and good surfaces were obtained with the 5537 Enjay vinyl. Possible future adhesion problems of the vinyl to the Koropon Epoxy decided against this solution.

ROUTED
A. E. JOHNSON

To reduce bubbling Enjay recommended a slower drying vinyl (formula 4518) applied in two passes or a seal coat (formula 5520) and the 4518 in one pass. Both should be applied to old 193 zinc. To test this proposal plus other materials including Carboline vinyl the tests date 6/29, 6/30, and 7/1 were made. Copies of the data sheets and summary of the tests are attached to this report. From Harlan Associates findings and work done by the Salem Materials Lab it was decided to limit the amount of thinner added and use a combination of 15 % MEK - 85% toluene instead of MEK thinner.

From the data sheet summary it can be seen that three different tie coats or primer with one pass of 4518 were tried. A one pass, two pass and two coat combinations of the 4518 were tried. A one coat and a two coat trial of the reqular 5537 vinyl were also tried. One quart per 5 gallons of the MEK-toluene thinner was used in both formulas. With this amount of thinner the paint was too heavy to apply uniformly using 44:1 Arco airless spray equipment and 180 psi from the compressor. Additional thinning would have reduced the weight per gallon below that specified. All combinations showed some bubbling, but except for chlorinated rubber-zinc primer (6875) and the red vinyl primer (6520) areas the surfaces were acceptable. After one week drying the majority of bubbles had shrunk to craters and some areas that showed fine pinholing shortly after application were not detectable.

The Carboline was tried, with and without Carboline # 25 thinner added. Application was made easily and uniformly with 30:1 Graco airless and 80 psi from the compressor. All surfaces showed fine pinholing in the area around the horizontal stiffeners near the top of the girder. None were severe enough to consider the surfaces unacceptable.

From these tests we believe the following conclusions might be made:

1-Reducing the amount and changing the type of thinner lessened the bubbling tendency in the Enjay material.

2-There was no significant difference in the surfaces of the 4518 formula compared to 5537.

3-The Carboline material applied easily with the spray equipment thinned or unthinned and gave acceptable surfaces.

At this time painting of the interior girder surfaces is proceeding using Enjay 5537 plus one to two quarts MEK-toluene thinner per 5 gallons. Bubbling has improved; however, it is still prevalent on zinc surfaces repaired approximately 6 weeks earlier.

J. D. Howard
John D. Howard
Res. Br. Engr.

JDH:ads

cc; E.L. Hardt
I.D. Merchant
A.E. Johnson

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

VINYL PAINT EXPERIMENTS — WEST FREMONT

Cont 7214

Work Done - 6/29/71 & 6/30/71

ENJAY MAT'L

BAY No.	ZINC	TIE COAT	VINYL	2nd COAT VINYL	Dry Thick Vinyl	Surface Acceptable	REMARKS
1	193 old	6875	4518	—	4 mil.	No	Extensive Bubbling
2	193 old	6520	4518	—	5½ mil	No	Large Pinholes. near top of web
3	193 old	5520	4518	—	7 mil	Yes	Limited Bubbling on Stiffeners.
4	193 old	—	4518	4518 Applied 18hr after 1st C.	7 mil	Yes	Same as ③ 1st C. Fine pinholing on 2nd coat.
5	193 old	—	4518	4518 2 minutes Later	7 mil	Yes	Same as ③
5	193 old	—	4518	—	5 mil	Yes	Same as ③
6	193 old	—	5537	5537 18 hrs after 1st C.	7 mil	Yes	Same as ③
6	193 old	—	5537	—	7 mil	Yes	Same as ③

PAINT

193 old = Zinc applied by Canron @ plant. No areas repaired.

6875 = Chlorinatdd rubber-zinc primer

6520 = Red Color vinyl primer

5520 = Blue tie coat

4518 = Slower drying vinyl thinned with 1qt/5gal MEK-Toluene Thinn

5537 = Regular vinyl thinned with 1qt/5gal MEK-Tol.

EQUIPMENT — 44:1 Arco airless with 180 psi from compressor. Viscosity of both 5537 and 4518 too heavy to apply properly. Additional thinning of 5537 would lower wt/gal and Total solids below minimum specified

7214

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT

J.H

EWO #13 VINYL PAINT EXPERIMENT

Test No :

Bay No : #1 - Left Girder Date : 6-30-71

Paint Combination Used :	193 +	6875 +	4518
Wet Mil Thickness :		3.5	18
Dry Mil Thickness :	2.5	3.5	4
Steel temperature :		77°	82°
Air temperature :		68°	79°
Humidity :		68%	64%
Age of Inorganic zinc :	old		
No of bubbles / ft^2 :		-	100+

Paint Mfg : ENJAY

REMARKS : 6875 = Chlorinated rubber & zinc primer.
4518 = Vinyl finish coat. thinned w/1qt / 5gal Mek - toluene

Appearance of zinc rich primer good. Extensive bubbling on all surfaces after application of vinyl.

7214

W. FREMONT INT
J.H

EWO #13 VINYL PAINT EXPERIMENT

Bay No : #2 - Left Girder Date : 6-29-71

Paint Combination Used :	193	6520	4518	
Wet Mil Thickness :		1.5 to 2.5	18	
Dry Mil Thickness :	2.5	1.0 to 2.0	5½	
Steel temperature :		88°	77°	
Air temperature :		68°	68°	
Humidity :		68%	64%	
Age of Inorganic zinc : Old				
No of bubbles/ft² :		10	3	

Paint Mfg: ENJAY

REMARKS: 6520 = Red color tie coat (looks like Epoxy mastic) Surface of 6520 has sheen.
4518 - Vinyl thinned w/ 1 qt Mek-toluene. Limited bubbling on stiffeners and web. Large pinholes with tie coat showing thru on web near top flange.

7214

W. FREMONT INT

J.11

EWO #13 VINYL PAINT EXPERIMENT

Bay No: #3-Left Girder Date: 6-29-71

Paint Combination Used: 193 + 5520 + 4518

Wet Mil Thickness: 18

Dry Mil Thickness: 2.5 0.5 7

Steel temperature: 75°

Air temperature: 68°

Humidity: 68%

Age of Inorganic zinc: Old

No of bubbles / ft^2: 1-2

Paint Mfg: ENJAY

REMARKS: 5520 = Blue tie coat. This material looks like it has a better bonding surface than 6520. 4518 = Vinyl + 1qt per 5 gal. MEK & toluene thinner

Limited pinholing and bubbling on webs and Stiffeners. Numerous dimples (small) in surface but no detectable pinholes when check with 60x mag.

7214

W. FREMONT INT

J.H

EWO #13 VINYL PAINT EXPERIMENT

Bay No : #4

Date : 6-29-71 & 6-30-71

Paint Combination Used : 193 + 4518 + 4512 Next Day

Wet Mil Thickness :		10	10
Dry Mil Thickness :	30		7 (both Coats)
Steel temperature :		77°	82°
Air temperature :		68°	79°
Humidity :		68%	64%
Age of Inorganic zinc :	Old		
No of bubbles/ft^2 :		1-2	

Paint Mfg : ENVAY

REMARKS : 4518 - Vinyl with 1qt MEK-Toluene thinner/5g
- Limited bubbling on stiffeners on 1st Coat.
- Fine pinholing on all surfaces on 2nd Coat. thru to 1st.
- 18 hrs between vinyl coats.

7214

W. FREMONT INT
J.H

EWO #13 VINYL PAINT EXPERIMENT

Bay No: #5 - Left Girder East Web Date: 6-29-71

Paint Combination Used: 193 + 4518 + 4518 ← Applied 2-5 min. after 1st c.

Wet Mil Thickness: 10 10

Dry Mil Thickness: 2.0 7 (both coats)

Steel temperature: 77°

Air temperature: 68°

Humidity: 68%

Age of Inorganic zinc: old

No of bubbles/ft²: 1.2

Paint Mfg: ENJAY

REMARKS: 4518 - Vinyl with 1qt MEK-Toluene thinner/5gal
- Could not apply less than 10mil in 1 pass.
- Many craters, possibly not as deep as 1 pass.
- Limited bubbling on & near vertical & horiz stiffeners
- near top of girder.

7214

W. FREMONT INT
J.H

EWO #13 VINYL PAINT EXPERIMENT

Bay No : #5 Left Girder West Web Date : 6-29-71

Paint Combination Used : 193 + 4518

Wet Mil Thickness : 18

Dry Mil Thickness : 2.0 5+

Steel temperature : 77°

Air temperature : 68°

Humidity : 68%

Age of Inorganic zinc : Old

No of bubbles / ft² : 1-2

Paint Mfg : ENVAY

REMARKS : 4518 - Vinyl with 1qt Mek-Toluene thinner/5g
Limited bubbling on vertical and horizontal stiffeners. Many craters some thru to zinc.

Heavy viscosity of 4518 made uniform application difficult.

7214

W. FREMONT INT
J.H

EWO #13 VINYL PAINT EXPERIMENT

Bay No: #6 Left Girder Date: 6-29-71 & 6-30 71
South 2 panels of Bay.

Paint Combination Used:	193 +	5537 +	5537 ← Applied Next Day
Wet Mil Thickness:		10	10
Dry Mil Thickness:	2.0		7
Steel temperature:		75	82
Air temperature:		68	79
Humidity:		68%	64%
Age of Inorganic zinc:	Old		
No of bubbles / ft^2:		1-2	?

Paint Mfg: ENJAY

REMARKS: 5537 = Vinyl furnished for job with 1 qt MEK-Tol/Sol thinner added. Small craters; surface generally good. Occasional small pinhole when checked with 60x. Limited bubbling on 1st coat., ~~fine pinholing of 2nd coat~~.

7214

W. FREMONT INT

J.H

EWO #13 VINYL PAINT EXPERIMENT

Bay No: #6-Left Girder
North Panel of Bay
Date: 6-29-71

Paint Combination Used: 193 + 5537

Wet Mil Thickness: 18±

Dry Mil Thickness: 20 7

Steel temperature: 75°

Air temperature: 68°

Humidity: 68%

Age of Inorganic zinc: OH

No of bubbles/ft²: 1-2

Paint Mfg: ENJAY

REMARKS: 5537 = Vinyl furnished for job + 1qt/5gal MEK-Toluene Thinner

Limited bubbling on vertical & horiz stiffeners.
Heavy cratering of all surfaces when cked with 60x.
Bays 1 thru 6 - Contractor using 44:1 ratio airless with 180 psi from compressor. Both the 5537 and 5418 "fingered" due to heavy viscosity resulting in nonuniform coat (5 to 12 mil) in some areas.

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

VINYL PAINT EXPERIMENTS

WEST FREMONT
Cont 7214

Work Done - 7/1/71

CARBOLINE MAT'L

BAY No.	ZINC	TIE COAT	VINYL	2nd Coat Vinyl	Dry Thick, of Vinyl	Surface Acceptable	REMARKS
9,10 & 12	193 old	–	936-1	–	8 to 11 mil	YES	Occasional Fine Pinholing near Horiz. stiff. on web
9	193 old	–	936-1	936-1 5 min Later	11 to 15 mil	YES	Same as above
3 Rt. Girder	193 old	–	936-1*	–	7 mil	Yes	Same as above
4 Rt Girder	193 Old	–	936-1**	–	7 mil	Yes	Same as above Slightly more Pinholing.

PAINT 193 old - Zinc applied by Carron
936-1 - Carboline vinyl, no thinner
936-1* - 5% #25 thinner added
936-1** - 10% " " "

EQUIPMENT - 30:1 Graco Airless with 80 psi from compressor

Vinyl applies easily with or without thinner. High solids content caused some problem in maintaining desired 5 mil thickness.

Job No. 7214

Sheet ___ of ___ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H ___ 19___ Checked by ___ 19___ Backchecked by ___ 19___

EWO #13 VINYL PAINT EXPERIMENT

Bay No : #A - Right Girder Date : 7-1-71

Paint Combination Used : 193 + 936-1

Wet Mil Thickness : 16

Dry Mil Thickness : 2.0 7.0

Steel temperature : 88°

Air temperature : 72°

Humidity : 65%

Age of Inorganic zinc : Old

No of bubbles / ft² : None

Paint Mfg : CARBOLINE

REMARKS : 936-1 = Carboline Vinyl with 10% #25 Thinner. More pinholing around horiz stiffeners than #3. General surface similar to #3.

Job No. 7214

Sheet ___ of ___ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H ___ 19___ Checked by ___ 19___ Backchecked by ___ 19___

EWO #13 VINYL PAINT EXPERIMENT

Bay No: 9, 10 & 12 - Left Girder Date: 7-1-71

Paint Combination Used: 193 + 936-1

		Bay 9 Left web	Bay 10	Bay 12
Wet Mil Thickness:		18	18	18
Dry Mil Thickness:	3.0 ave	11.0 to 8.0	11.0	9.5
Steel temperature:		88	88°	88°
Air temperature:		72°	72°	72°
Humidity:		65%	65%	65%
Age of Inorganic zinc:	Old			
No of bubbles / ft^2:		none	none	none

Paint Mfg: CARBOLINE

REMARKS: 936-1 = Carboline vinyl with no thinner.

Occasional fine pinholing near horiz. stiffener. Material sprayed easily from containers. Excess paint thickness due to lack of experience of workmen in using higer solids content.

Form E-108

Job No 7214
Sheet of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H 19 Checked by 19 Back checked by 19

EWO #13 VINYL PAINT EXPERIMENT

Bay No: #3 Right Girder Date: 7-1-71

Paint Combination Used: 193 + 936-1

Wet Mil Thickness:		16.0		
Dry Mil Thickness:	2.0	7.0		
Steel temperature:		88°		
Air temperature:		72°		
Humidity:		65%		
Age of Inorganic zinc:	Old			
No of bubbles / ft^2:		None		

Paint Mfg: CARBOLINE

REMARKS: 936-1 = Carboline Vinyl with 5% #25 Thinner. Occasional fine pinholing near horizontal stiffeners. Checked pinhole with 60x mag and found very small area in crater not covered with vinyl.

Material applied with 30:1 Graco airless with 80 psi from compressor. Paint levels out well and drys with a smooth satin surface. General surface looks good with some small craters when checked by 60x mag.

Job No. 7214

Sheet ____ of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H ____ Checked by ____ 19__ Backchecked by ____ 19__

EWO #13 VINYL PAINT EXPERIMENT

Bay No : #9 - Left Girder Date : 7-1-71

Paint Combination Used :	193 +	936-1 +	936-1*	
Wet Mil Thickness:			18 - both passes ?	
Dry Mil Thickness :	3.5		11 to 15 mils	
Steel temperature :			88°	
Air temperature :			72°	
Humidity :			65%	
Age of Inorganic zinc :		Old		
No of bubbles/ft^2 :			none	

Paint Mfg: CARBOLINE

REMARKS: 936-1 = Carboline vinyl with no thinner

* 2nd pass made approx. 5 minutes after 1st

Occasional fine pinholing on web near horiz. stiffener.

7214

W. FREMONT INT

J.H

EWO #13 VINYL PAINT EXPERIMENT

Bay No : #7 - Left Girder Date : 7-1-71

Paint Combination Used : 193 + 936-1

Wet Mil Thickness : 18

Dry Mil Thickness : 9

Steel temperature : 88°

Air temperature : 72°

Humidity : 65%

Age of Inorganic zinc : Old

No of bubbles / ft² : none

Paint Mfg : CARBOLINE

REMARKS : 936-1 - Carboline vinyl with no thinner. This was the first area where the Carboline vinyl was tried. Paint showed excessive pinholing compared to other Carboline areas. MEK thinner in equipment lines is considered possible cause of trouble.

7214
1 2

West Fremont Interchange
June 17 '71

Summary of Vinyl Paint Experiments

Experiment Number	Material or Process Tried	Result
1	New Enjay 193 + Brushed on Enjay VY5520 + Finish Vinyl Enjay 5537	Bubbles
2	New Enjay 193 + High Build Vinyl Enjay 4518	Bubbles
3	New Enjay 193 + 10 Wet Mils Vinyl Enjay 5537 + 10 Wet Mils* 2 Hr later	Bubbles
4	New Enjay 193 + Sprayed On Enjay VY5520 + Finish Vinyl Enjay 6557	Bubbles
5	New Enjay 193 + Sprayed on Enjay VY5520 + 10 Wet Mils* Finish Vinyl + 10 Wet Mils* 2 Hr. later	Bubbles
6	Old Enjay 193 + 18 Wet Mils Finish Vinyl Enjay 5537 (cool day)	No Bubbles
7	Same as No. 3 except on hot day	Bubbles
8	New Enjay 193 + 16 Wet Mils of Carboline Vinyl 936-1	No Bubbles
9	Old Enjay 193 + 18 Wet Mils of Carboline Vinyl 936-1	No Bubbles
10	New Enjay 193 + Enjay Tie Coat (Green) 6628 + 18 Wet* Mils Finish Vinyl 5 Hrs later	Bubbles
11	New Enjay 193 + 16 Wet Mils Carboline	No Bubbles
12	New Enjay 193 + 16 Wet Mils Carboline	No Bubbles
13	New Enjay 193 + 16 Wet Mils Carboline with #25 Carboline Thinner	No Bubbles
14	New Enjay 193 + 16 Wet Mils Carboline with #33 Carboline Thinner	No Bubbles
15	New Enjay 193 + Accelerator + 18 Wet Mils Finish Vinyl*	Bubbles

* Enjay 5537 Vinyl

7214
2 2

OREGON STATE HIGHWAY DIVISION

Calculations for West Fremont Interchange

Made — June 17, 1971 Checked

Summary of Vinyl Paint Experiments

Experiment Number	Material or Process Tried	Result
16	New Enjay 193 + 18 Wet Mils Finish Vinyl Enjay 5537 applied with #1540 Airless Tip	Bubbles
17	Old Enjay 193 + Korepox Epoxy Tie Coat + Enjay Vinyl Finish Coat Next Day	No Bubbles

7214

d.11 W. FREMONT INT

EWO #13 VINYL PAINT EXPERIMENT No. 1

Bay No : #3

Date : 4-15-71

Paint Combination Used : 193 + Brush tiecoat* + 8 mil vinyl

Wet Mil Thickness : 18

Dry Mil Thickness : 3½

Steel temperature : Low 50s 52°

Paint Manufacturer : Enjay

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 7 days

No of bubbles / ft² : 50/15□' = 4+/□'
1/16+

General condition and appearance :

*Blue tie coat brushed on : Enjay VY 5520

T214
1A

Calculated by
Made by J.H

W. FREMONT INT.

~~[illegible]~~ VINYL PAINT EXPERIMENT No. 2

Bay No : Span ESB Unit 3
5-6 Girders 337-338-339

Date : 4-15-71

Paint Combination Used : 4518 Vinyl Highbuild - 1 coat

Wet Mil Thickness : 18.0 to 20.0

Dry Mil Thickness : 7.0 to 9.0

Steel temperature : 74°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 36 hrs.

No of bubbles / ft² :

Paint Manufacturer : Enjay Chemical Co

General condition and appearance : Enjay Representative Lynn Grover told J. Kreiter to try spray painting 4518 without thinning material with MEK thinner. Material to thick would not spray without fingering. J. Kreiter mixed 1 gal of MEK to 10 gal. The material was applied the same as 5537 Vinyl. Did not look any different to the visual inspection - Bubbling & pinholing We had bubbling on the complete span with 5537

7214
2

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT

Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 3

Bay No : #4

Date : 4-15-71

Paint Combination Used : 193 + 10 Vin + 10 Vin 2 hr later

Wet Mil Thickness: 10 + 10 = 20

Dry Mil Thickness : 7.5

Paint Manufacturer : Enjay

Steel temperature : 52°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 7 days

No of bubbles / ft² : 0 - 30/15□

General condition and appearance :

7214
3

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT
J.11

EWO #13 VINYL PAINT EXPERIMENT No. 4

Bay No : #1

Date : 4-19-71

Paint Combination Used : 193 + tie + 18 mil Vinyl

Wet Mil Thickness : 18

Dry Mil Thickness : 6

Paint Manufacturer : Enjay 5537

Steel temperature : 54°

Air temperature : 55°

Humidity : 44%

Age of Inorganic zinc : 7 days

No of bubbles / ft² : 150 - E. web

General condition and appearance : Blisters on east web & bottom flg. W. flange ok. Blue tie coat sprayed on.

Blue tie coat : Enjay Rust Ban VY 5520, Vinyl Wash Primer Blue (A) Part (B) Part

7214
4

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT
J.H

EWO #13 VINYL PAINT EXPERIMENT No. 5

Bay No : #2

Date : 4-19-71

Paint Combination Used : 193 + tie + 10 mil V + 2nd C. 10 mil Vin

Wet Mil Thickness: 10 + 10 = 20

Dry Mil Thickness : 5 1/2

Steel temperature : 54° for 1st C., 72° for 2nd.

Air temperature : 66° 2nd coat

Humidity : 44%

Age of Inorganic zinc : 7 days

Paint Manufacturer : Enjay

No of bubbles / ft^2 : 100 ±
1/16 to 1/4" in dia

General condition and appearance : Blue tie coat sprayed on.

Blue tie coat : Enjoy Rust Ban VY 5520, Vinyl Wash Primer Blue (A) Part (B) Part

Form E-40

Job No. 7214

Sheet 5 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H 19 Checked by 19 Backchecked by 19

EWO #13 VINYL PAINT EXPERIMENT No. 6

Bay No : 11 - WS line

Date : 4-19-71

Paint Combination Used : 193 + 18 mil Vinyl

Wet Mil Thickness : 18

Dry Mil Thickness : 5

Steel temperature : 54°

Air temperature : 55°

Humidity : 44%

Paint Manufacturer : Engay

Age of Inorganic zinc : Old (Applied by Canron)

No of bubbles / ft² : 0

General condition and appearance : Good

Job No. 7214
Sheet 6

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H   Checked by

EWO #13 VINYL PAINT EXPERIMENT No. 7

Bay No : #5   Date : 4-20-71

Paint Combination Used : 193 + 10.V + 101 2hrs later

Wet Mil Thickness : 20

Dry Mil Thickness : 2mil

Steel temperature : Webs 100°

Air temperature : 56°

Humidity : 46%

Age of Inorganic zinc : 7 days

Paint Manufacturer : Enjay

No of bubbles / ft² : webs 20/□'
bott. flg - 100+/□'

General condition and appearance : webs ~~look ok~~ fair
Some bubbles on stiffeners & top flg.

Form E476

Job No. 7214

Sheet 8 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H ..., 19... Checked by ..., 19... Backchecked by ..., 19

EWO #13 VINYL PAINT EXPERIMENT No. 9

Bay No : 12 - WS ime Date : 4-20-71

Paint Combination Used : 193 + Carb. Vinyl

Wet Mil Thickness : 18

Dry Mil Thickness : 12

Steel temperature : Web 100°

Air temperature : 66°

Humidity : 44%

Paint Manofacturer : Carboline

Age of Inorganic zinc : old (Applied by Canron)

No of bubbles / ft² : 0

General condition and appearance : Some tendency toward pinholing; otherwise good.

7214
9

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT
J.H

EWO #13 VINYL PAINT EXPERIMENT No. 10

Bay No : #9 Date : 4-21-71

Paint Combination Used : 193 + 8:00 Am, Original Tie C. (Green) 6628 + 18 Enjay Vinyl 1:15 PM

Wet Mil Thickness: 18

Dry Mil Thickness : 5 mil

Steel temperature : 66°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 12 days

Paint Manufacturer : Enjay

No of bubbles / ft² : 100+

General condition and appearance : Extensive bubbles all surfaces

Job No. 7214
10

OREGON STATE HIGHWAY DEPARTMENT

Computations for W. FREMONT INT
Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 11

Bay No : 10 Center Girder

Date : 4-21-71

Paint Combination Used : Carboline

Wet Mil Thickness : 16

Dry Mil Thickness : 12

Steel temperature : 66°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 12 days

Paint Manufacturer : Carboline

No of bubbles / ft² : 0

General condition and appearance : Occasional slight pinholing. This applied at same time as #9

Form E 16

Job No. 7214
Sheet 11 of ___ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT.
Made by J.H. ______ 19__ Checked by ______ 19__ Backchecked by ______ 19__

EWO #13 VINYL PAINT EXPERIMENT No. 12

Bay No : 10A Lt. Girder Date : ____

Paint Combination Used : 193 + Carboline Vinyl

Wet Mil Thickness : 16

Dry Mil Thickness : 12

Steel temperature : 66°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 12 days

Paint Manufacturer : Carboline

No of bubbles / ft² : 0

General condition and appearance : Good

T214
12

OREGON STATE HIGHWAY DEPARTMENT

Computations for W. FREMONT INT
Made by J.H Checked by

EWO #13 VINYL PAINT EXPERIMENT No. 13

Bay No : #7

Date : 4-21-71

Paint Combination Used : Carboline + 1/2 gal #25 / 5 gal Carboline thinner

Wet Mil Thickness : 14-16

Dry Mil Thickness : 6.5

Paint Manufacturer : Carboline

Steel temperature : 66°

Air temperature : 56°

Humidity : 44%

Age of Inorganic zinc : 12 days

No of bubbles / ft^2 : 0

General condition and appearance : All surfaces look excellent.

Job No. 7214
Sheet 13 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 14

Bay No : #8 Date : 4-21-71

Paint Combination Used : Carboline + #33 + ½ g/5 gal Carboline Thinner

Wet Mil Thickness : 14-16

Dry Mil Thickness : 6 mil

Paint Manufacturer : Carboline

Steel temperature : 66°

Air temperature : 56°

Humidity : 44%

Age of Inorganic zinc : 12 days

No of bubbles / ft² : 0

General condition and appearance : Slight tendency to small pinholing. Enjay vinyl in adjacent bay 5.5 mil 100+ bubbles/ft² 1/4 to 1/16 dia. Applied after carboline

Picture of Enjay Vinyl

Job No. 7214
Sheet 14 of ... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H. ..., 19... Checked by ..., 19... Backchecked by ..., 19...

EWO #13 VINYL PAINT EXPERIMENT No. 15

4-26-71 Accel.

Bay No: 12

Date: 4-28-71 Vinyl

Paint Combination Used: 193 + Accelerator + 18 m Vinyl.

Wet Mil Thickness: 18

Dry Mil Thickness: ----

Paint Manufacturer: Enjay

Steel temperature: 58°

Air temperature: 51° Light Wind

Humidity: 66% overcast

Age of Inorganic zinc: 5 days

No of bubbles/ft²: 100+

General condition and appearance:

- Many bubbles - pinholes
- Steel Temp for accelerator application 100°
- Accelerator applied 15 min. after 193 application
- Thickness of 193 (new) 3 mils

Form E-100

Job No. 7214
Sheet 15 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H 19 Checked by 19 Backchecked by 19

EWO #13 VINYL PAINT EXPERIMENT No. 16

Bay No : 13

Date : 4-28-71

Paint Combination Used : 193 + 18 mil Vinyl
(15 spray nozzle used for application)

Wet Mil Thickness: 18

Dry Mil Thickness :

Steel temperature : 58°

Air temperature : 58°

Humidity : 64%

Age of Inorganic zinc : 5 days

No of bubbles / ft² : 100+

Paint Manufacturer : Enjay Vinyl
applied with 1540 Airless Tip

General condition and appearance : Many bubbles

Form E-46

Job No. 7214

Sheet 16 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J. H 19 Checked by 19 Backchecked by 19

EWO #13 VINYL PAINT EXPERIMENT No. 17

Interior Girder A, Floor Bm 54 to 58

Bay No : Unit SW-3, Span 6

Date : Epoxy : 5-24-71

Vinyl : 5-25-71

Paint Combination Used : Super Korepon Epoxy over old zinc

Enjay Vinyl over Korepon Epoxy

Wet Mil Thickness: Vinyl 13

Dry Mil Thickness : Epoxy 1.0

Vinyl 5.0

Steel temperature : Epoxy 78°

Vinyl 64°

Air temperature : Epoxy 72°

Vinyl 59°

Humidity : Epoxy 48%

Vinyl 49%

Age of Inorganic zinc : 4 months

Paint Manufacturer

Epoxy : Desoto, Inc.

Super Koropon #BAC 365

Catalyst BMS 10-11 H

Batch No. Z 1681

Formula Date 11-17-70

Vinyl : Enjay 5537

No of bubbles / ft^2 : 0

General condition and appearance : Good

RECEIVED
SEP 17 1971
FORM L-33 [illegible]
FOR FILING

[illegible]
7 [illegible]

[illegible] STATE HIGHWAY [illegible]
INTER-DEPARTMENT CORRESPONDENCE
[illegible]
[illegible]

To: [illegible] to the Files

SUBJECT: [illegible]
[illegible]
[illegible]
Contract No. [illegible]
Vinyl Paint

[illegible] was held in the Metropolitan conference room [illegible] on July [illegible] to discuss the current status of vinyl [illegible] on the subject project. The meeting was called by A. [illegible] Johnson to acquaint the [illegible] with the [illegible] vinyl painting [illegible]. Listed [illegible] those who attended this meeting.

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JUL [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]	[illegible]
[illegible]	" "
[illegible]	" "
[illegible]	" "
[illegible]	[illegible]
Bob [illegible]	Anderson-[illegible]
[illegible]	" "
[illegible], Jr.	Industrial Painting & S[illegible]
[illegible]	" " "
[illegible] Johnson	OSHD
[illegible] Schroeder	"
[illegible]	"
[illegible] Stilwell	"
[illegible]	"
[illegible] Lebaugh	"

[illegible] a copy of this memo.

[illegible] opened the meeting by describing the various [illegible] performed on the [illegible] project [illegible] formulation [illegible] applying the vinyl [illegible] without [illegible] these tests, [illegible] of several [illegible] probably [illegible] necessary [illegible] told [illegible] an attempt to [illegible] two-coat paint system [illegible] the original vinyl formulation [illegible] showed an acceptable surface. Under these circumstances there was no justification to go to a two-coat system and so our present plan is to proceed with Enjay's standard vinyl using the Toluene-based thinner.

With regard to thinning this paint, even though the job specifications state that it shall be delivered ready for use without thinning, the State will allow the Contractors to add a "nominal" amount of thinner. He cautioned the Contractors to avoid the use of straight MEK thinner as this appeared to aggravate the bubbling condition.

Mr. Johnson also told those present that the color of the finish coat for the bridge and its approaches should be changed to Celadon Green and that letters were being sent to confirm this.

A general discussion regarding bubbling of vinyls ensued and it was the consensus of the Contractors present that nothing new had evolved from the State's test program for vinyl since we were right back from where we started from last fall. They asked what we would do when the vinyl starts bubbling again and requested some sort of back up alternate to be used in order to keep the painting work going if and when the bubbling starts.

The question of switching paint brands from Enjay to Carboline was also discussed. Mr. Johnson said that the State did not object to changing paint suppliers if requested by the Contractor if some other kind of paint could do a better job. Bob Everett proposed that the State reject the Enjay vinyl based on the fact that its viscosity is such that the thinning necessary for proper application takes it out of our specifications for solids content and weight per gallon and then to pay [illegible] $7,000 as the extra cost of the Carboline paint. No definite conclusions were reached regarding such a change.

Mr. Johnson mentioned a problem which we have just discovered on the [illegible] project. It seems that a number of girders which had previously had their [illegible] paint repaired where rust was showing are now showing new areas of rust in previously unrepaired areas. The assumption is that the rusting of the girders is progressive and the new rust has become visible to the eye subsequent to the first repairs. The State's position is that these rusty areas must be repaired in a similar fashion to that already done prior to the application of the vinyl top-coat.

L. W. Schroeder
Metropolitan Engineer

By
ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

[illegible]
cc: [illegible] w/attach.
[illegible] Bros. "
[illegible] "
Robert Cunningham "

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Vinyl Paint Experiment — West Fremont [illegible]

Contr. 72-[illegible]

[illegible]

ENJAY MAT'L

[illegible]	[illegible]	Tie Coat	Vinyl	2nd Coat	Dry Thick	Surface [illegible]	Remarks
1	193 old	6575	4518	—	4 mil	No	Extensive Bubbling
2	193 old	6520	4518	—	5½ mil	No	Large Pinholes near top of [illegible]
3	193 old	5520	4518	—	7 mil	Yes	Limited Bubbling on stiffeners.
4	193 old	—	4518	4518 Applied [illegible] after PC.	7 mil	Yes	Same as ③ PC. Fine pinholing on 2nd coat.
5	193 old	—	4518	4518 2 minutes later	7 mil	Yes	Same as ③
5	193 old	—	4518	—	5 mil	Yes	Same as ③
6	193 old	—	5537	5537 [illegible] after PC.	7 mil	Yes	Same as ③
6	193 old	—	5537	—	7 mil	Yes	Same as ③

Paint 193 old = Zinc applied by Carbon @ plant. No areas repaired.

6575 = Chlorinated rubber-zinc primer

6520 = Red Color vinyl primer

5520 = Blue tie coat

4518 = Slower drying vinyl thinned with 1qt/5gal of [illegible]

5537 = Regular vinyl thinned with 1qt/5gal M.E.K.-Tol.

Equipment: [illegible] 44:1 Airless [illegible] with 100 psi [illegible] compressor

Viscosity of both 5537 and 4518 was too high to apply properly. Additional thinning of 5537 would [illegible] [illegible] solids below minimum specified.

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

Vinyl Paint Experiments — West Fremont [illegible]

Work Date - 7/1/71

Carboline Mat'l

Bay No.	Prime	Tie Coat	Vinyl	2nd Coat Vinyl	Thickness of Vinyl	Surface Acceptable	Remarks
9,10&12	[illegible]	—	936-1	—	3 to 11 mil	Yes	Occasional fine bubbling near Horiz. stiff. [illegible]
9	193-01	—	936-1	936-1 5 min later	1 to 15 mil	Yes	Same as above
3 Rt. Girder	193-01	—	936-1*	—	7 mil	Yes	Same as above
4 Rt. Girder	193-01	—	936-1**	—	7 mil	Yes	Same as above in the more [illegible]

Paint 193-01 - Zinc applied by [illegible]

936-1 - Carboline vinyl, no thinner

936-1* - 5% #25 thinner added

936-1** - 10% ✓ ✓ —

Equip used - 301 Graco airless with [illegible]

Vinyl applies easily with or without thinner. High solids content caused some problem in obtaining desired 7 mil thickness.

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JUL 13 1971
FOR FILING

I-405-9(20)-23
7214

July 12, 1971

Andersen-Hannan
Post Office Box 13367
Portland, OR 97213

Drake-Willamette
1201 N. Loring
Portland, OR 97227

Gentlemen:

Enclosed is a copy of a report by Harlan Associates, Inc. concerning variations in film thicknesses of inorganic zinc coatings applied to portions of the East and West Fremont Interchange Sections of the Fremont Bridge in Portland. These copies are being furnished to you at the request of Mr. Franklin Drake in order that you may have an opportunity to go over them prior to our scheduled meeting on July 21.

As a matter of fair play, it is requested that you furnish me with a copy of Can Test's report concerning the same subject prior to our meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
Att.
cc R. L. Porter
Tom Edwards
I. D. Merchant
Ed Hardt/att

RECEIVED
JUL 13 1971
FOR FILING

I 405-8(30)303
7214

July 12, 1971

Harlan Associates, Inc.
11 Duboce Avenue
San Francisco, CA   94103

Attention: Mr. Harold Harlan, Jr.
Technical Director

Gentlemen:

This will acknowledge receipt of your report dated 30 June, 1971, concerning variations of film thicknesses of inorganic zinc coatings applied to portions of the East and West Fremont Interchange Sections of the Fremont Bridge in Portland.

I am returning herewith your report dated 25 June, 1971, which was revised by the above-mentioned report.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:me
att.
cc R. L. Porter
Tom Edwards
I. D. Merchant
Ed Hardt

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE - SAN FRANCISCO, CALIFORNIA 94103
621-7245
AREA CODE 415

30 June 1971

Our File: P-5711

AIRMAIL

Department of Transportation
Highway Division
138 State Highway Building
Salem, Oregon 97310

This report is [illegible] the [illegible] property [illegible] for our mutual protection, authorization for publication in any manner is reserved pending our written consent.

Attention: Mr. A. E. Johnson, Assistant Highway Engineer

Gentlemen:

1. This report covers observations, examinations and tests completed to date with regard to variation in film thicknesses of inorganic zinc coatings applied to portions of the East and West Fremont Interchange Sections of the Fremont Bridge, Portland, Oregon.

2. The writer observed the metal preparation and painting procedures in operation 6 April 1971 at Canron Plant II in Vancouver, B.C.

2.1 Blast removal of rust, mill scale and debris from the surface of the girder appeared satisfactory.

2.2 The paint was spray applied. During our observation, a coat of Rust-Ban 193 was applied, the film thickness checked by a wet gage, and an additional coat of Rust-Ban 193 immediately applied while the first coat was still wet. No sagging or running of the coating was noted.

2.3 Inspection of application of the 6851 curing accelerator was difficult because of the saturation of the air with acid spray: however, observation of a portion of a curing agent treated girder during a "Coffee Break" period, indicated the 6851 was being applied to achieve a full wet coat. The full wet coat application of 6851 curing accelerator was later confirmed verbally by Mr. John Wulf of Corrosion Coatings Ltd.

AFFILIATIONS: National Paint, Varnish and Lacquer Association . . . Federation of Societies for Paint Technology . . . American Chemical Society . . . American Society for Testing and Materials . . . American Institute of Chemists . . . Air Pollution Control Association . . . American Oil Chemist's Society . . . Forest Products Research Society . . . International Science Foundation . . . Technical Association of the Pulp and Paper Industry . . . Registered Chemical Engineer, State of California

This report is submitted as the confidential property of our clients. For our mutual protection, authorization for publication in any manner is reserved pending our written consent.

2.4 Film thicknesses were measured on a Rust-Ban primed and 6851 post cured treated girder marked D9T, while the girder was still under cover in the blasting and coating shed. Film thicknesses ranged from 3.0 to 3.5 mils when examined by a Tooke gage.

2.4.1 Girder D9T was then moved out of the shed into a moderately heavy rain. Bubbling of the surface was observed where wetted by the rain: however, laboratory tests indicate a bubbling action of water wetted Rust-Ban 193 occurs whether the Rust-Ban 193 has been post cured or not and is, in our opinion, a result of displacement of the air trapped within the pores of the highly porous Rust-Ban 193 coating.

2.5 Girder A3L, mounted on a barge in Vancouver was examined for film thickness using a Tooke gage. A film thickness of 4.5 mils was observed in Vancouver on 6 April 1971. The same Girder was examined in Portland (still barge mounted) on 15 April 1971 and no film thickness change was noted. The time differential, in our opinion, was too short to allow any meaningful conclusions to be made with regard to loss of zinc.

2.5.1 The coating on a section of barge mounted Girder A2L wetted by rain was found to be soft and easily removed by scraping in comparison with other girder coated areas also wetted with rain. The same area was checked again in Portland and found to be hard and adherent (coating dry at time of 15 April 1971 Portland examination). Duplication of a similar condition has not been possible in this laboratory to date.

2.6 Mr. Dale Davies of Canron and the writer examined panels prepared by Can Test Ltd. in conjunction with Canron and exposed to the elements near the beach in Vancouver. Mr. Davies stated that no loss of film thickness had been observed in the 14 to 21 day period the panels had been exposed. The coating on the panels was hard and adherent.

3. The writer's observations at Canron Plant II made in Vancouver 6 April 1971, discussions with Mr. John J. Wulf of Corrosion Coatings, Ltd., sandblasting and paint contractor on job at Canron and Pittsburgh Testing laboratory Report dated 26 March 1971 resulted in our laboratory's adoption of the following laboratory test panel preparation procedure.

3.1 Steel panels were sandblasted to a blast pattern of approximately 0.5 mil and coated with Rust-Ban 193 applied by spray to achieve a dry film thickness of 3 mils minimum. Panels were allowed to dry for 4 hours at 70° F. and 50-60% relative humidity.

[illegible] for [illegible]
[illegible] for publication in
any manner is reserved pending our written
consent.

3.1.1 Film thicknesses of the coated panels were measured and a series of panels treated with Enjay 6851 Curing Accelerator. The accelerator was applied at 400 square feet per gallon (the application rate indicated by Mr. Lawry as used at Canron) and 260 square feet per gallon (the value determined in this laboratory as required to achieve a full wet coat application of Curing Accelerator when applied to Rust-Ban 193, 3 mils minimum dry film thickness). The Curing Accelerator treated panels were allowed to dry one hour, film thicknesses again measured and a series of panels consisting of one panel without Curing Accelerator, one panel with Curing Accelerator applied at 400 square feet per gallon and one panel with Curing Accelerator applied at 260 square feet per gallon were subjected to the following tests.

3.1.1.1 Weathering by acceleration, Federal Test Method 141a, Method 6151.

3.1.1.2 Continuous water spray, ambient temperatures.

3.1.1.3 Alternate cycles of water spray (8 hours at 40° F.) and storage at 16 hours dry storage at 40° F. During weekend periods, the panels were continously stored at 40° F.

3.1.1.4 Salt Fog, ASTM B-117.

3.1.1.5 One series of panels was stored at ambient temperature and humidity as controls.

3.2 At the conclusion of the test period, the panels were allowed to recover for a period of four hours at 70° F. and 50-60% relative humidity prior to measuring of film thicknesses.

3.3 Results to date indicate the following:

3.3.1 With regard to the control panels application of the Curing Accelerator increases the apparent film thickness of the coating by +0.1 to +0.5 mil dependent upon the amount of Curing Accelerator applied. Eighteen hours after application and four weeks after application the apparent film thickness change determined for control panels is ± 0.1 mil.

3.3.2 After 400 hours of weathering by acceleration, in our opinion equivalent to one year exterior exposure, apparent film thickness variations are: no Curing Accelerator, -0.2 mils; 400 square feet per gallon Curing Accelerator, -0.2 mils; 260 square feet per gallon Curing Accelerator, -0.3 mils.

3.3.3 Continuous water spray, ambient temperature, three weeks exposure: no Curing Accelerator, -0.4 mil; 400 square feet per gallon Curing Accelerator, -0.2 mil; 260 square feet per gallon Curing Accelerator, -0.5 mil.

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3.3.4 Cold water spray and storage cycling, three week exposure: no Curing Accelerator, -0.3 mil; 400 square feet per gallon, -0.3 mil; 260 square feet per gallon, -0.5 mil.

3.3.5 Salt Fog exposure, 250 hours: no Curing Accelerator, -0.4 mil: 400 square feet per gallon Curing Accelerator, -0.4: 260 square feet per gallon Curing Accelerator, -0.3 mil.

3.4 Measurements were made by micrometer, loose zinc corrosion products removed prior to measuring.

4. In our opinion, application of Enjay Rust-Ban 193 in a continuous film at a dry film thickness of 3 mils minimum and post cured with Enjay Curing Accelerator 6851 as per paragraph 3.1 above, will yield a rust inhibitive coating resistant to adverse weather conditions. A maximum change in film thickness of -0.5 mil has occurred for panels subjected to accelerated aging tests and, in our opinion, represents the maximum average change in film thickness that may occur between new and aged, properly applied and post cured, Rust-Ban 193 when exposed to the elements for a period of six to twelve months.

Respectfully submitted,

H. R. Harlan Jr.

Harold R. Harlan Jr., Technical Director

HARLAN ASSOCIATES, INC.

HRHJr:mp
Orig. & 2cc

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JUL 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 19 1971
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**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

I-405-8(20)3
7214

July 12, 1971

Andersen-Hannan
P.O. Box 13367
Portland, Oregon 97213

Attn: Ralph Hannan

Re: EEO Compliance Review
West Fremont Interchange
Contract No. 7214
Federal Aid Proj. I-405-8(20)303

Dear Ralph:

Reference is made to the Federal Highway Administration's compliance review of June 1, 1971 on the subject contract.

The Oregon State Highway Division and the Federal Highway Administration find your Organization in compliance with the contract EEO provisions.

Your cooperation is appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. E. Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
R. L. Schroeder
John Howard

EIVE
OF
HWAY ENG

Form E-123

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7344

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

July 12, 1971

Anderson-Hannon
1026 N. W. 16th
Portland, Oregon 97209

NOTED
A. E. JOHNSON

Re: Fremont Bridge

Gentlemen:

It has been decided to change the color of the steelwork of the Fremont Bridge and its approaches to Celadon Green as portrayed by Glidden's color chip G-125. Please take the necessary steps to change the vinyl finish coat to this color and advise if there will be any extra costs generated by this change.

You have previously been advised that we have recently noticed discoloration of vinyl paint applied on your project which has had a southern exposure. This condition will not be tolerated and you are hereby cautioned to do whatever is necessary to insure that the finish coat as described above will be color-fast.

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: A. E. Johnson
Ivan Merchant
John Jenkins
John Howard

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I-405-8(20)303
7214

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COMPANY

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

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ST. LOUIS, MO. 63144

AREA CODE 314
644-1000

CABLE-CARBOCO-ST.LOUIS
TELEX-044-7332
TWX-1-910-761-0449

REPLY TO:
DAVID L. MUTH
P. O. BOX 116
MERCER ISLAND, WASH. 98040
PHONE: (206) 232-5545

July 6, 1971

Mr. A. E. Johnson
Assistant State Highway Engineer
Highway Division
Department of Transportation
138 State Highway Division
Salem, Oregon 97310

Dear Mr. Johnson: Subject: Freemont Bridge Painting

Thank you for taking the time to examine test applications of Polyclad 936-1, our high build vinyl, on West Freemont, on July 2.

Inorganic zinc coatings are an answer to a corrosion engineer's prayer, and I am sincerely sorry that your first attempt at utilizing them on a bridge have presented new problems. This can only hurt our industry as well as yours. We worked hard to sell our system, which we thought was better, but were outsold by the competition. Such is life.

In any event, the products that we are commending to you as a solution to the application problems being encountered, are the same ones that we presented when the job was being bid. Carbo Zinc 11, our patented ethyl silicate inorganic zinc is the primer and 936-1 is the finish. Carbo Zinc 11 is listed on both Navy specifications, as required by the original Freemont Specifications, and, it meets the new revised specifications used by the States of Washington and Oregon, which rule out water borne inorganic zinc coatings.

936-1 is the result of years of evolution, and was formulated specifically for topcoating inorganic zinc coatings. I am amazed and proud that 936-1 can go over inorganic zinc without bubbling or pinholing considering that it has 20% more solids than most high build vinyls I know of.

TEST RESULTS

Polyclad 936-1 can be successfully applied over clean and dry Rust Ban 191 or 193 that is new or old, warm or cold, at package consistency with no thinning, in excess of 5 mils in one coat, with less pump pressure and with greater ease, faster production, with only minor dimpling, cratering, and virtually no bubbles or pinholes.

By applying the unthinned material in two pass, or in one pass with 5-10% thinner added, a blemish-free surface is obtained. Even with thinning, our solids content is above the minimum allowed in the specifications. If you can buy a few non-pinholing craters and dimples per 100 ft.^{2}, the one coat application straight from the bucket would be the most economical. However, to sell the change to the Federal Highway people, perhaps the thinned coat is the best.

As I see it, to continue to use the present system will violate the specifications, no matter how the contractor proceeds. This violation does not necessarily improve the job, but can cause further problems and uncertainties.

Switching to Carboline vinyl will also violate the specifications* but in a way that will improve the job obtained, and with greater ease and less interruptions. I am sure that the taxpayers would rather have the specifications violated and get an excellent job than to violate them and get a poor or questionable job.

However, if the inorganic zinc primer refurbishing is done with Carbo Zinc 11, it could be argued that the finish coat will then be made by the supplier of the inorganic zinc primer.

PRECEDENTS FOR CHANGE

There are many precedents to back you up in changing to Carboline:

1. Numerous bridges around the country have been coated with our Carbo Zinc 11 primed systems as far back as 1962. (See attached list)

2. Numerous Pacific Northwest bridges have been primed with Carbo Zinc 11, and have met the Northwest conditions both in the shop and in the field with no concern for special treatment or for weather conditions. The Yaquina Bay Bridge underdeck was coated with the same system as I am suggesting here, last fall, and is considered to be successful after less than a year, because other coatings would have shown evidence of breakdown by now.

3. The Snohomish Bridge in Everett, Wash. was primed with the same formula as the Freemont interchanges. After the fabricator had exhausted all methods suggested, Carbo Zinc 11 was introduced to the job, and turned a possible fiasco into a successful job. Carbo Zinc was applied over the same primer as you have on West Freemont, and the coatings look excellent after nearly 4 years in a strong pulp mill atmosphere. Formulation vinyls were used as finish coats.

4. Oregon Bridge and Highway Maintenance Divisions have been using Carbo Zinc 11 and 936-1 for repair work. In May, I received an order from Astoria to repaint some small portions. Interestingly, they did not order the product used there on last year's maintenance contract.

5. The Federal Highway Administration has the Horsetail Falls Bridge in the North Cascades that was coated with 2 coats of Carbo Zinc 11. This fact can't hurt us in trying to make a change on Freemont.

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* Page 59 para (a)

CONCLUSION

The application difficulties with the present system could result in increased costs, more hassles, with a chance of a future problem with discoloration. The latter is hearsay only.

To switch to Carboline will result in a slight increase in cost, depending on which route you take, but the increase in cost will buy added value for the taxpayers. The contractors will have an easier material to work with that should increase production rates and meet your schedules easier. You will have fewer rejections to contend with and the morale of all concerned is bound to improve.

Carbo Zinc 11 and Polyclad 936-1 are compatible with clean and dry Rust Ban 191, Rust Ban 193 and Mobil Zinc 1.

We will provide, at our expense, enough field service to adequately train field applicators and inspection personnel in proper application proceedures for the above products. In addition, I will be available on a periodic basis to consult and advise on the job for the duration of work. I will also be interested to follow and document performance as years go on.

Carboline is one of the top, if not THE TOP, supplier of corrosion resistant coating systems, as a result of 25 years of specialization. We are in no other business. Our technical research department is second to none in the industry, and our long list of innovations and field successes attest to it.

Considering all the above, I believe that Oregon Highway Division is fully justified in changing to Carboline products for the remainder of the Freemont Bridge Project. I will look forward to seeing successful completion of the job.

Very truly yours,

David L Muth

David L. Muth

CARBOLINE COMPANY

Attachments
cc: Ivan Merchant
Edward Hardt
John Howard
St. Louis-SLS, JDB

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STATE HIGHWAY ENGINEER

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CASE HISTORIES OF BRIDGE JOBS

1.	Louisiana State Highway Department Houma, Louisiana	Floating Bridge - 1962 Carbo Zinc 11 + Carboline 190HB
2.	U. S. Marine Corps Reservation Camp Lejeune, North Carolina	Onslow Beach Bridge Carbo Zinc 11 - 1964
3.	Illinois State Highway Department	Poplar Street Bridge, St. Louis, Mo. Carbo Zinc 11 + Carbomastic 14 - 1967
4.	Texas State Highway Department	Lake Travis Bridge, Austin, Texas Carbo Zinc 11, 190HB - 1967
5.	New Hampshire State Highway Department	Merrimack River Bridge Carbo Zinc 11 + 1294 - 1968
6.	City of Toledo, Ohio	Various Bridges Carbo Zinc 11 + 1294 - 1968
7.	North Carolina State Highway Department	Oregon Inlet Bridge Carbo Zinc 11 + Carbomastic 14 - 1968
8.	North Carolina State Highway Department	Carolina Beach Bridge Carbo Zinc 11 + Carbomastic 14 - 1968
9.	Bureau of Public Roads	Upper Skagit River, Horse Tail Falls Bridge, Washington Carbo Zinc 11, 2 coats - 6 mils - 1967
10.	Washington State Highway Department	Northern Cross Bridge Carbo Zinc 11 - formulation vinyls - 196
11.	Washington State Highway Department	Snohomish Bridge Carbo Zinc 11- formulation vinyls-1968/9
12.	Washington State Highway Department	Central Ferry Bridge Carbo Zinc 11 - formulation vinyls - 196
13.	City of Toronto, Ontario	Don Pedro Expressway Bridge Carbo Zinc 11 + Polyclad 936-1 - 1969
14.	Corps of Engineers Cape Kennedy Space Center (NASA)	Haulover Canal Bridge, Merritt Isle, Fla Carbo Zinc 11 - 4 to 6 mils - 1969
15.	State of Florida Department of Transportation	Fuller Warren Bridge Carboline 676 - 4 to 6 mils, Admiral HA 500 Aluminum - 1½ mils, 1969-1970
16.	County Engineer Volusia County, Florida	Seabreeze Bridge Carboline 676 + 1294 - 1969
17.	State of Florida Department of Transportation	St. Augustine Bridge Carboline 676 - 4 to 6 mils, 1294 - 2 to 3 mils - 1968
18.	County Engineer Volusia County, Florida	High Bridge Intercoastal Waterway Carbo Zinc 11 - 4 to 6 mils

19.	Washington State Highway Department	154th Street Bridge Riverton, Seattle, Washington Carbo Zinc 11 - 1970
20.	Washington State Highway Department	Kalama Interchange Carbo Zinc 11 + formulation vinyl - 1970
21.	Washington State Highway Department	Stillaguomish, Marysville, Wash. Carbo Zinc 11 - 1970
22.	Oregon State Highway Department	Yaquina River Bridge, Newport, Oregon Carbo Zinc 11 + 936-1
23.	Missouri State Highway Department	Hurricane Deck Bridge, Lake of Ozarks Camdenton, Missouri Carbo Zinc 11 + 936-1
24.	Newport River Bridge Morehead, North Carolina	1 coat Carbo Zinc 11 - 3 mils - 1970 1 coat Carbomastic 5-140 - 5 mils
25.	Missouri State Highway Department	Route V Bridge, New Haven, Missouri Carbo Zinc 11 - 1970
26.	Missouri State Highway Department	Highway 19 Bridge, Hermann, Missouri Carbo Zinc 11 + 936-1 - 1970
27.	Missouri State Highway Department	Route S Bridge, Howard County, Mo. Carbo Zinc 11 - 1970
28.	Missouri State Highway Department	Route 40 TR Bridge, St. Louis County, Mo Carbo Zinc 11 - 1970

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POINTS FAVORING CARBO ZINC 11 FOR STRUCTURAL STEEL

Carbo Zinc 11 is a near ideal primer and single coat for blasted steel on both shop and field applications. It is most important in our coating systems and merits special consideration as follows:

Type of Product: Inorganic zinc primer

Type of Binder: Self-curing, solvent-base, partially hydrolyzed ethyl silicate

Surface Preparation: Blast to commercial grade, SSPC SP6-63, for non-immersion service

List of Points Favoring Carbo Zinc 11 Primer:

1. Gives maximum protection against corrosion at minimum cost to the Highway Department in cents/square foot/year and to the steel fabricator in ease of application and in reduced field touchup required.

2. Protects by galvanic action like galvanizing. There is no organic material in Carbo Zinc 11 to encapsulate zinc powder, thus zinc is in contact with steel for maximum efficiency.

3. Based on Points 1 and 2, there is no corrosion undercutting at points of damage and no sub-film corrosion and blistering of Carbo Zinc 11 films.

4. Has outstanding adhesion to steel as a result of binder type, good wetting of steel by the solvent base, and other factors of the formulation.

5. Based on these factors and confirmed over a period of thirteen years, Carbo Zinc 11 performs well over steel blasted to Commercial Grade (SSPC SP6-63) as specified in Carboline Application Instructions. Neither near-white nor white metal blast is required for non-immersion service.

6. Cures rapidly - as a rough average, steel can be turned with clamps in 30 minutes after coating. Shipyards turn steel almost immediately (5 or 6 minutes) and touch up the points of contact if required. Steel can usually be shipped within 3 hours after coating.

7. Carbo Zinc 11 does not skin from the steel like organic zinc and other organic primers. It is damaged only at the point of contact and usually not through to the steel.

8. Shop primed steel holds up well during shipment. There is minimal damage, usually less than 1%, which is easy to touch up.

9. Carbo Zinc 11 may be applied under a wide range of temperatures from 0°F to 200°F.

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POINTS FAVORING CARBO ZINC 11 FOR STRUCTURAL STEEL (2)

10. Twenty minutes after application Carbo Zinc 11 can be sprayed with water or subjected to rain or dew with no damage to the film. This is important for outdoor application, both in winter and summer.

11. Carbo Zinc 11 adhesion is not sensitive to depth of blast profile. To emphasize the point, bolts can be solvent cleaned and dipped in Carbo Zinc 11 for added protection. Adhesion is good.

12. Carbo Zinc 11 is easy to apply at uniform thickness and thickness is not critical. Up to 6 mils or even more may be applied without mud cracking or adhesion loss.

13. Carbo Zinc 11 can be top coated at any time, even after years of exposure. It is only necessary to remove dust, dirt, etc. by brushing.

14. Friction-grip faying surfaces of steel beams hold better when coated with Carbo Zinc 11 than when uncoated. This eliminates blocking of ends of certain beams and reduces application time and cost. Also improves protection.

    This is documented by reports from Lehigh University and The Steel Company of Canada, Ltd. Also we have large projects coated in this manner.

15. Steel primed with Carbo Zinc 11 may be welded in the same manner as hot dip galvanized steel.

16. Service is a strong part of Carboline's policy. We have qualified men throughout the United States and a number of Field Service Engineers in St. Louis from whom to draw in servicing you.

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CARBO ZINC 11 -- MATERIAL SPECIFICATION

COATING REQUIREMENTS-CS-CZ-1

1.1 Carbo Zinc 11, a self curing inorganic coating formulated with powdered zinc filler to prevent undercutting corrosion and to provide galvanic protection to steel, shall meet the following quantitative requirements:

Non-volatile content of resin-filler combination - 80% ± 2% by weight

Non-volatile yield per gallon kit* of material - 1000 mil ft. based on volume of dry film.
Theoretical coverage per gallon kit* @ 3 mils dry film thickness on flat, smooth surfaces - 333 sq. ft.

Working time (pot life) @ 75° F. - 12 hours. (5 gallon kit or less mix)

* 1 gallon kit consists of the proper amounts of resin and zinc filler which, when mixed, result in a full gallon.

CHEMICAL RESISTANCE CS-CZ-2

2.1 One coat, 2½-3 mils thick, shall be applied in accordance with Carboline's current instructions on all surfaces of 2" x 5" x 1/8" steel panels. The panels shall be of cold rolled steel, dust free, degreased properly with an aromatic solvent like xylol. No blasting or etching of the steel panels is allowed.

2.1.1 Fresh Water Resistance
After drying two (2) hours @ 75° ± 5° F and 75-85% relative humidity, panels shall be scribed with an X of at least 2 inch legs down to the base metal and immersed in fresh tap water at 75°F ± 5°F. The panels shall be examined after 7, 14 and 30 days and shall show no rusting, blistering or softening.

2.1.2 Salt Water Resistance
After drying two (2) hours @ 75° ± 5°F and 75-85% relative humidity, panels shall be scribed with an X of at least 2 inch legs down to the base metal and immersed in 5% sodium chloride at 75° F ± 5°F. The panels shall be examined after 7, 14 and 30 days and shall show no rusting, blistering or softening. Solution shall be changed after each grading period.

2.1.3 Weathering Resistance
A panel prepared as stated under 2.1 shall be allowed to dry only 20 minutes minimum, 30 minutes maximum, at 75° F ± 5° F and 75-85% relative humidity and placed in a weatherometer operating on a 17-3 cycle, 165° F black surface temperature, in accordance with ASTM method E-4257 Type D. Place the panel on test at the beginning of the wet cycle. After 500 hours and 1000 hours continuous exposure, the coating shall be examined and show no rusting, loss of adhesion to steel or blistering.

2.1.4 Weathering and Salt Fog Resistance
A panel shall be placed in the weatherometer as in 2.1.3 for 300 hours. After this, remove and scribe the coating with an X of at least 2 inch legs down to the base metal. Expose the panel in a salt fog cabinet, 10% by weight sodium chloride in the fog, operating in accordance with ASTM B-117-57T. After 400 hours continuous exposure, the coating shall show neither loss of bond, nor rusting or blistering beyond 1/16" from the center of the scratch.

10.01.80

2.1.5 Resistance to Flowing Cold Water 20 Minutes After Application

A panel shall be placed 6" - 8" under a ½" diameter water tap delivering 5 gallons per minute fresh water at 65° F ± 10° F. The panel shall remain under this direct water flow for 30 minutes and at the end of this period, the coating shall be unaffected. The panel shall show no rusting, after 24 hours in air following the water test.

2.1.6 Resistance to Flowing Hot Water 20 Minutes After Application

A panel shall be placed 6" - 8" under a ½" diameter water tap delivering 5 gallons per minute fresh water at 140° F ± 10° F. The panel shall remain under this direct water flow for 30 minutes and at the end of this period, the coating shall be unaffected. The panel shall show no rusting, after 24 hours in air following the water test.

2.1.7 Resistance to Elevated Temperatures & Thermal Shock

After 20 minutes dry time, a panel shall be exposed to 800° F for 1 hour, then quenched immediately in 65° F ± 5° F water. At the end of the test, the panel shall show no blistering or flaking of the coating.

2.1.8 Solvent Resistance

After drying 48 hours at room temperature 75° F ± 5° F and 75-85% relative humidity, panels shall be immersed in each of the following solvents at room temperature:

(a) Methylethyl ketone
(b) Toluol
(c) Trichloroethylene

The panels shall be examined after 2, 7 and 30 days and shall show no blistering, softening or rusting.

2.1.9 Water - Solvent Mixture Resistance

Panels for this test will be allowed 48 hours drying time at 75° F ± 5°F and 75-85% relative humidity. Panels shall be immersed in a mixture of 50% by volume water and the following solvents at room temperature:

(a) Methylethyl ketone
(b) Toluol
(c) Trichloroethylene

The panels shall be examined after 2, 7 and 30 days and shall show no blistering, softening or rusting. Solution shall be changed after each grading period.

SURFACE PREPARATION AND APPLICATION CS-CZ-3

Surface preparation and application procedures for Carbo Zinc 11 shall be in accordance with the manufacturer's current application instructions.

The technical data furnished is true and accurate to the best of our knowledge. However, no guarantee of accuracy is given or implied. We guarantee our products to conform to Carboline quality control. We assume no responsibility for coverage, performance or injuries resulting from use. Liability, if any, is limited to replacement of products. Prices and cost data shown are subject to change without prior notice.

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AREA CODE 314
MISSION 4-1000

CORROSION RESISTANT COATINGS
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ST. LOUIS, MO. 63144

HIGH SOLIDS VINYL SPECIFICATION

Polyclad 936-1

The vehicle shall consist essentially of vinyl chloride copolymer resin dissolved in aromatic or ketone-aromatic solvents. The vinyl coat shall display compatibility with, and adhesion to, the cured inorganic zinc primer film when applied over the inorganic zinc primer surface in accordance with manufacturer's printed application instructions of the latest date.

The coating shall be supplied in a single package, at a consistency ready for use, and shall be well ground, and not caked, livered, skinned, or badly settled in the container.

When applied by brushing or spraying, the coating shall deposit a uniform dry film thickness of 5 mils without running or sagging. The vinyl finish coat shall contain not less than 28% pigment by weight and 22% vehicle by weight. Total solids by volume, not less than 33%. The weight per gallon shall be 9.5 ± 0.5 lb. at 77° F.

The vinyl finish coat shall not be applied when the surrounding air temperature is below 40° F. and shall not be applied when the temperature is expected to drop to 32° F. before the paint is dry.

The vinyl finish coat shall air dry at temperatures of 70°F. or above to a hard, tough film within 4 hours entirely by evaporation of solvents. It shall be dry to touch in about 20 minutes at 70° F. A protective coating system of one coat of inorganic zinc primer applied at 3 mils dry film thickness, topcoated with one coat of Polyclad 936-1 at 5 mils, after 1,000 hours in the weatherometer shall show only very slight discoloration and very slight chalking, and no blistering.

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PRODUCT DATA SHEET

CARBO ZINC 11®
U.S. Patent 3,056,684

SELECTION DATA

GENERIC TYPE: Self curing, zinc-filled inorganic coating. The coating consists of a basic zinc silicate complex. (Furnished in two parts, Base and Zinc Filler, which are mixed just before use.)

GENERAL PURPOSE: A virtually permanent patented inorganic zinc base coat that protects steel galvanically, eliminating sub-film corrosion. Has outstanding application properties.

RECOMMENDED USES: Carbo Zinc 11 is used as a single coat protection of steel structures in weathering and marine exposures and as a base coat for organic and inorganic topcoats in more severe services. Excellent for the interiors and exteriors of storage tanks containing fuels and organic solvents. Has many uses as a maintenance primer, with or without topcoats, depending on exposure. Used widely in chemical plants, paper mills, refineries and coastal or salt atmospheres including offshore structures. Carbo Zinc 11 conforms to Los Angeles Rule 66 and Bay Area Regulation 3.

NOT RECOMMENDED FOR: Immersion or in direct exposure to acids or alkalies.

TEMPERATURE RESISTANCE:
Maximum – Continuous 750° F
Maximum – Non-continuous 800° F
Minimum – Below minus 60° F

IMPACT RESISTANCE: Very Good

FLEXIBILITY:	**WEATHERING:**
Fair	Excellent

ABRASION RESISTANCE: Excellent. The abrasion resistance of Carbo Zinc 11 increases as the coating ages.

SURFACES: Steel, cast iron, galvanized steel, stainless steel, aluminum.

COMPATIBILITY WITH OTHER COATINGS: Use over uncoated surfaces, Carbo Zinc 11, Carbo Weld 11 and other zinc coatings as recommended.

SPECIFICATION DATA

SOLIDS CONTENT: By wt. 80% ± 2%

VOLUME OF DRY FILM – THEORETICAL: 1000 mil ft. per gal. kit.

FILM THICKNESS PER COAT: 3 mils

COVERAGE * PER GAL. KIT – VOLUME OF DRY FILM (THEORETICAL): 333 sq. ft. @ 3 mils. As measured by standardized Mikrotest or Elcometer.

***NOTE:** Material losses during mixing and application will vary and must be taken into consideration when estimating job requirements.

SURFACE PREPARATION: Remove oil and grease deposits. Commercial blasting is satisfactory for non-immersion service. White blasted steel is required for immersion service other than solvents. Pickled steel may be used. Since pickling processes vary obtain specific Carboline recommendation.

TOPCOAT: (Optional) – Can be topcoated with epoxy, epoxy-coal tar, vinyl, acrylic, silicone, modified phenolic and chlorinated rubber types. Consult with Carboline for specific recommendations.

APPLICATION DATA

TEMPERATURE AND HUMIDITY: (During application and drying.) Temperature 0° F to 200° F. Rel. humidity – as high as 95%. Can be applied over slightly damp surfaces.

SUGGESTED CURING TIME: At 50% relative humidity. (Prior to placing in immersion service or before applying topcoats).

85° F or higher	6 – 8 hours
60° F to 85° F	8 – 12 hours
40° F to 60° F	12 – 16 hours
0° F to 40° F	16 – 24 hours

For solvent immersion service allow 48 hours at 75° F or higher.

NUMBER OF COATS: Normally one.
METHOD OF APPLICATION: Spray. May be brushed for touchup.
SHELF LIFE: 9 months minimum.

COLORS:	**POT LIFE:**
Gray and Green	8 hours @ 75° F

THINNER USED: Carboline Thinner #33 (up to 1 quart per gallon.)

ORDERING INFORMATION

COST PER GALLON: FOB Xenia, Ohio – Net 30 days.

	1's	5's
Carbo Zinc 11 Gray or Green (Kit)	$14.20 Net	$12.80 Net
Carboline Thinner #33	3.20 Net	2.65 Net

THEORETICAL COST PER SQUARE FOOT – BASED ON VOLUME OF DRY FILM: 3.84¢ (3 mils)

THEORETICAL COST PER MIL FOOT: 1.28¢

FLASH POINT: (Cleveland Open Cup)

Carbo Zinc 11 Base Gray or Green	77° F
Carboline Thinner #33	140° F
Carbo Zinc 11, mixed and thinned, ready to spray	86° F

SHIPPING WEIGHT:

1 gallon kit	23#
5 gallon kit	113#
Carboline Thinner #33-per gallon	8.5#

171-Revised Replaces Issue of 670

CARBO ZINC 11 RESISTANCE TABLE

EXPOSURE		CLASS A	CLASS B	CLASS C
		CONTINUOUS IMMERSION	HEAVY FUMES LITTLE, OR NO SPLASH, OR SPILLAGE	OUTSIDE WEATHERING AND MILD FUMES
SALTS	Without Topcoat	Fair	Excellent	Excellent
	With Recommended Topcoat	Excellent	Excellent	Excellent
SOLVENTS	Without Topcoat	Excellent	Excellent	Excellent
	With Recommended Topcoat	Excellent	Excellent	Excellent
FRESH AND SALT WATER	Without Topcoat	Good	Excellent	Excellent
	With Recommended Topcoat	Excellent	Excellent	Excellent
ACIDS	Without Topcoat	Not Recommended	Not Recommended	Good
	With Recommended Topcoat	Not Recommended	Very Good	Excellent
ALKALIES	Without Topcoat	Not Recommended	Not Recommended	Fair
	With Recommended Topcoat	Not Recommended	Very Good	Excellent

	Class A	Class B		Class C
RECOMMENDED TOPCOATS OVER CARBO ZINC 11	Carboline 188 HB, 190 HB, 190 HBW, 191, 3912 . Carbomastic #14	All of Class A. Phenoline 305, Polyclad 936-1, 2 c. Carboline 3630.	Polyclad 935 Tie Coat plus topcoats of Carboline 1294 or Polyclad 936-1	All of Class A and B. Versikote 53, Carboline 3300, 4631, 4674, 4685

OUTSTANDING PROPERTIES OF CARBO ZINC 11

1. Water insoluble 20 minutes after application.
2. Can be placed in immersion service within 6 hours.
3. Application can be made at 0° F and on surfaces as hot as 200° F.
4. No curing solutions are required.
5. Prevents sub-film corrosion. Protects galvanically.
6. Can be applied at thicknesses up to 6 mils per coat without danger of "mudcracking" or loss of adhesion.
7. In chemical and coastal areas has longer life expectancy than heavy galvanizing.
8. Unnecessary to neutralize, wash or scrub surface prior to topcoating.
9. Carbo Zinc 11 Gray does not contain lead or lead compounds.
10. Carbo Zinc 11 Gray and Carbo Zinc 11 Food Grade are non-toxic and can be used in food plants for immersion and non-immersion service.

CAUTION: Tank linings may be cleaned with steam. water or mild detergent solutions. Do not use acids or alkalies.

The technical data furnished is true and accurate to the best of our knowledge. However, no guarantee of accuracy is given or implied. We guarantee our products to conform to Carboline quality control. We assume no responsibility for coverage, performance or injuries resulting from use. Liability, if any, is limited to replacement of products. Prices and cost data shown are subject to change without prior notice.

NO OTHER WARRANTY OR GUARANTEE OF ANY KIND IS MADE BY SELLER, EXPRESS OR IMPLIED, STATUTORY, BY OPERATION OR LAW, OR OTHERWISE, INCLUDING MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

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PRODUCT DATA SHEET

POLYCLAD 936-1

SELECTION DATA

GENERIC TYPE: Vinyl copolymer. Single package.

GENERAL PROPERTIES: A high build vinyl topcoat readily applied at thickness of 4 - 5 mils in one coat. Can be used directly over Carbo Zinc 11 and other inorganic zinc primers without a tiecoat. Has a low gloss finish and excellent color retention. Can be applied by conventional or airless spray. Builds up heavy thickness on sharp edges. Conforms to Los Angeles Rule 66 and Bay Area Regulation 3.

RECOMMENDED USES: Polyclad 936-1 is principally used as a topcoat directly over Carbo Zinc 11. Can also be used over suitable primers such as Rustbond Primer 6C. Gives excellent protection in industrial environments, including splash, spillage and fume service over vinyl or inorganic zinc primers. Areas of use would be structural steel, pipe exteriors, walls, tank and equipment exteriors — steel, galvanized steel and cementitious surfaces.

NOT RECOMMENDED FOR: Solvent exposures or immersion service.

CHEMICAL RESISTANCE GUIDE:

Exposure	Splash and Spillage	Fumes
Acids	Very Good	Excellent
Alkalies	Very Good	Excellent
Solvents	N. R.	Fair
Salts	Very Good	Excellent
Water	Very Good	Excellent

TEMPERATURE RESISTANCE:

Continuous	150° F
Non-continuous	180° F

FLEXIBILITY: Good

WEATHERING: Very good

ABRASION RESISTANCE: Good

SURFACES: Properly primed steel, galvanized steel, concrete block and other cementitious surfaces.

PRIMER REQUIRED: Rustbond Primer #6C, Carbo Zinc 11 or others as recommended. Under certain conditions some bubbling or cratering may occur when applied directly over inorganic zincs. This can be eliminated by the use of Polyclad 935 Tie Coat over the inorganic zinc.

COMPATIBILITY WITH OTHER COATINGS: Can be used over vinyls, acrylics, chlorinated rubbers, inorganic zinc, or other recommended coatings.

SPECIFICATION DATA

SOLIDS CONTENT:

By weight	48% ± 2%
By volume	34% ± 1%

FILM THICKNESS PER COAT: 4 - 5 mils

THEORETICAL YIELD: 545 mil ft. / gallon.

THEORETICAL COVERAGE* PER GALLON: 135 sq. ft. (4 mils thickness dry film)

***NOTE:** Material losses during mixing and application will vary and must be taken into consideration when estimating job requirements.

SURFACE PREPARATION: Apply over suitably primed surfaces or recommended existing coatings. Surfaces must be clean and dry.

COLORS: Normally stocked standard colors are White and Gray 720, 724. Other colors are available on special order and are not returnable.

GLOSS: Low gloss

APPLICATION DATA

METHOD OF APPLICATION: Conventional or airless spray application is recommended for best appearance and edge protection.

GUNS:	Fluid Tip	Air Cap
Binks #18 or #19	66	66PB
DeVilbiss P-MBC or JGA	E	704

Airless Spray
Use .015 to .017 orfice with 2000 psi. pressure at tip

DRYING TIME: If topcoated, allow a drying time of 18 hours @75° F.

FINAL DRYING TIME: 24-48 hours @75° F.

SHELF LIFE: 1 year minimum.

THINNER USED: Carboline Thinner #25.

ORDERING INFORMATION

COST PER GALLON: FOB Xenia, Ohio — Net 30 days.

14.00

	1's	5's
[illegible]	$8.30 Net	$7.80 Net
[illegible] #25	3.20 Net	2.65 Net

[illegible] COST PER SQUARE FOOT: 5.7¢ (4 mils

[illegible] THEORETICAL COST PER MIL FOOT: 1.43¢

SHIPPING WEIGHT:	1's	5's
Polyclad 936-1	11 lbs.	52 lbs.
Carboline Thinner #25	9 lbs.	45 lbs.

FLASH POINT: (Cleveland Open Cup)

Polyclad 936-1	70°F
Carboline Thinner #25	105°F

The technical data furnished is true and accurate to the best of our knowledge. However, no guarantee of accuracy is given or implied. We guarantee our products to conform to Carboline quality control. We assume no responsibility for coverage, performance or injuries resulting from use. Liability, if any, is limited to replacement of products. Prices and cost data shown are subject to change without prior notice. NO OTHER WARRANTY OR GUARANTEE OF ANY KIND IS MADE BY SELLER, EXPRESS OR IMPLIED, STATUTORY, BY OPERATION OR LAW, OR OTHERWISE, INCLUDING MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

	1's	5's
Polyclad 936-1 White, Gray 720, 724	$8.30 Net	$7.80 Net
Carboline Thinner #25	3.20 Net	2.65 Net

THEORETICAL COST PER SQUARE FOOT: 5.7¢ (4 mils dry)

THEORETICAL COST PER MIL FOOT: 1.43¢

SHIPPING WEIGHT:	1's	5's
Polyclad 936-1	11 lbs.	52 lbs.
Carboline Thinner #25	9 lbs.	45 lbs.

FLASH POINT: (Cleveland Open Cup)

Polyclad 936-1	70°F
Carboline Thinner #25	105°F

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NO OTHER WARRANTY OR GUARANTEE OF ANY KIND IS MADE BY SELLER, EXPRESS OR IMPLIED, STATUTORY, BY OPERATION OR LAW, OR OTHERWISE, INCLUDING MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

171-Rev.
Replaces Issue of 1069

I-405-8(20) W. Fremont Interch. Section 1969
303 Stadium Frwy. in Portland. (Grad., pav,
#7214 struc., sign. & illum.) Folder #3

C+A 3828
3678
4366

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JUN 2[illegible] 1971
FOR FILING

1859

I 405-8(30)

7214

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 NE Glisan Portland, Oregon 97213 Phone 229-6971

June 24, 1971

Anderson-Hannan Joint Ventures
1626 N. W. 16th
Portland, Oregon 97209

Re: West Fremont Interchange
Contract No. 7214

Gentlemen:

Vinyl paint supplied to you by Enjay Chemical Company is showing a definite tendency to discolor. This is paint which has been in place for about three months and which has a southern exposure. Preliminary investigation by the State's laboratory indicates that this discoloration is probably due to the Ketone solvents and organic toners used in the manufacture of the paint.

This discoloring tendency of the top-coat of paint is completely unacceptable to the Highway Division. You are directed to take whatever steps are necessary to correct the paint formulation in order to eliminate this condition.

NOTED

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
cc: A. E. Johnson
Ivan Merchant
John Jenkins
John Howard

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JUL 21 1971
FOR FILING

I-405-8(30)
7214

⑦

June 23, 1971

Andersen-Farman
3427 N. E. Halsey St.
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on June 22, 1971, considered your request for an additional 207 calendar days to complete Units B and C on Contract No. 7214 for the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an 80-day extension to Units B and C, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr
bc F. D. Morgan
I. D. Merchant
V. E. Skoog
R. L. Schroeder
John Howard
Federal Highway Administration

cy H.O. Anderson 1-24-72
a 1-22-72

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7214 Contractor Andersen - Hannan

Highway Stadium Freeway

Section West Fremont Interchange

Kind of Work Grading, Paving, Structure, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows: Recommend increase of 80 days because of labor union disputes in structural steel fabricating plant.

HQ A x [illegible]
1-24-72
CY + 1-27-72

Recommended for Approval:

Edward C Hardt
Assistant Division Engineer

Ivan V Merchant
~~Construction Engineer~~ or Bridge Engineer

A E Johnson
Assistant State Highway Engineer

State Printing 37000

Contract No. 7214

Project designation I-405-8(20)303
State-Federal

Date awarded April 29, 1969

Work started June 4, 1969

Per cent completed 89% May 1, 1971
Date

No. of Workdays Allowed 730 850

No. of Workdays Used 707 707

No. of Added Workdays Requested 141

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 31 March, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 730 & 850 days to 871 & 991 days, within which to complete our Contract No. 7214, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As outlined in letter from Andersen-Hannan to Oregon State Highway Department, dated 1 April 1971 - Paragraphs 1-4 inclusive, copy attached.

This increase effects Article 8-7 Revision Letter No. 1 dated 7 March 1969, Paragraphs (b) and (c).

Respectfully submitted,

ANDERSEN-HANNAN, a Joint Venture
Contractor

By R S Everett
R. S. Everett

CONSENT OF SURETY

Date April 22, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA

1500 S.W. First Avenue, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur R. Eby
Arthur R. Eby Attorney-in-fact

(SEAL)

NO LONGER REQUIRED.
Resident Agent

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I-405-8(20)303
7214

June 3, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 7
June 22, 1971 meeting

Gentlemen:

Andersen-Hannan, contractor for the construction of the West Fremont Interchange on the Stadium Freeway (I-405) in Multnomah County, Contract 7214, has requested an additional 287 calendar days to complete Units B and C of the contract without assessment of liquidated damages. The contractor cites strikes in the steel fabricator's plant and paint system delays as his reason for this request.

We have determined that the contractor's fabrication shop was affected by strikes during the period September 25, 1969, to November 8, 1969, 44 days; and the period February 11, 1970, to February 23, 1970, 12 days, or a total of 56 days due to strikes; and further that contract negotiations between the contractor's fabricator and the unions involved caused plant slowdown and loss of production during the period January 15, 1970, to March 15, 1970, a total of 60 days. Twelve days of this period are included in the direct strike time, so we consider 48 days with a slowdown time of 50 percent production in the plant warrant an additional 24-day extension.

Strike time plus loss of production time total 80 days. This is considered an extenuating circumstance beyond the control of the contractor. I recommend that the contractor be granted an 80-day extension to Units B and C without assessment of liquidated damages. Unit A was completed within the allotted calendar days.

cy H.A. Andersen
1-24-72
+ 1-27-72

This is to be considered an interim extension, as expansion joint revisions and paint problems are affecting the job progress to an extent that cannot be determined at this time, and both items may be cause for additional extensions of time.

This is a federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
Ivan D. Merchant
E. D. Morgan
V. E. Skoog
L. H. Young
R. L. Schroeder

CAG:ag sr

1 April 1971

A-H Job #G-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard

Reference: West Fremont Interchange
Contract No. 7214

Dear Sirs:

It is becoming apparent that we will not meet the Contract requirements of completing certain work by 730 calendar days as defined in Revision Letter No. 1 dated 7 March 1969.

Certain delays are still continuing and we list below the various causes which we have from time to time kept you informed.

1)	ILWU strike from September 25, 1969 to November 8, 1969 effecting delivery of structural steel to fabrication plant	44 days
2)	Jurisdictional dispute between MBIU and BSO and RI workers at fabrication plant from February 11, 1970 to February 23, 1970	12 days
3)	Contract negotiations between structural steel fabricator and MBIU causing slowdown at plant; loss of production estimated at 50% over period January 15, 1970 to March 15, 1970	30 days
4)	Merchant Service Guild strike against B.C. Tugboat Owner's Association from May 3, 1970 to June 29, 1970, effecting steel shipment to jobsite	55 days

5)	Paint system delays, still continuing and to date	146 days
	Total delay to date	287 days

Due to the continuing nature of item 5) above, we cannot make formal extension of time. However, we request that you grant the above total days extension and suspend the liquidated damages clause contained in the Contract.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

RSE:hr

cc: Mr. Ivan Merchant

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FORM 2-30 (12-67)
FOR FILIN

I-405-3(24) [illegible]
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 17, '71

To:
Mr. A. E. Johnson
Asst. State Highway Engr.
SALEM

SUBJECT: Vinyl Paint
West Fremont Interchange
Contract 7214

Attached is a copy of the data sheets for the vinyl paint experiments we have tried to date. At this time the "Super K." is the only material that has eliminated bubbling of the Enjay vinyl.

The following points might be noted on the trials:

1- In most cases the paint combination was applied onto Rust Ban 193 aged two weeks or less.

2- Bubbling of the Enjay 5537 vinyl is not extensive when the steel temperature is less than 60 degrees.

3- In all cases the Enjay 5537 was thinned with 1 to 1½ gal. MEK per 5 gal of vinyl.

Enjay 5537 vinyl applied to Rust Ban 191 on the interior of the girders of Units We I, EW I, ES I and SE I has a good surface without bubbles.

J. D. Howard
J. D. Howard
Resident Bridge Engineer

c.c. Mr. E. L. Hardt

NOTED
A. E. JOHNSON

RECEIVED
JUN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7214
1 2

OREGON STATE HIGHWAY DIVISION

Calculations for West Fremont Interchange

Made by June 17 19 71 Checked by

Summary of Vinyl Paint Experiments

Experiment Number	Material or Process Tried	Result
1	New Enjay 193 + Brushed On Enjay VY5520 + Finish Vinyl Enjay 5537	Bubbles
2	New Enjay 193 + High Build Vinyl Enjay 4518	Bubbles
3	New Enjay 193 + 10 Wet Mils Vinyl Enjay 5537 + 10 Wet Mils* 2 Hr later	Bubbles
4	New Enjay 193 + Sprayed On Enjay VY5520 + Finish Vinyl Enjay 5537	Bubbles
5	New Enjay 193 + Sprayed on Enjay VY5520 + 10 Wet Mils* Finish Vinyl + 10 Wet Mils* 2 Hr. later	Bubbles
6	Old Enjay 193 + 18 Wet Mils Finish Vinyl Enjay 5537 (cool day)	No Bubbles
7	Same as No. 3 except on hot day	Bubbles
8	New Enjay 193 + 16 Wet Mils of Carboline Vinyl 936-1	No Bubbles
9	Old Enjay 193 + 18 Wet Mils of Carboline Vinyl 936-1	No Bubbles
10	New Enjay 193 + Enjay Tie Coat (Green) 6628 + 18 Wet* Mils Finish Vinyl 5 Hrs later	Bubbles
11	New Enjay 193 + 16 Wet Mils Carboline	No Bubbles
12	New Enjay 193 + 16 Wet Mils Carboline	No Bubbles
13	New Enjay 193 + 16 Wet Mils Carboline with #25 Carboline Thinner	No Bubbles
14	New Enjay 193 + 16 Wet Mils Carboline with #33 Carboline Thinner	No Bubbles
15	New Enjay 193 + Accelerator + 18 Wet Mils Finish Vinyl*	Bubbles

* Enjay 5537 Vinyl

Form E-106
SP*52468-73

Job No. 7214
2 of 2 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for West Fremont Interchange
Made by June 17 1971 Checked by 19 Back-checked 19

Summary of Vinyl Paint Experiments

Experiment Number	Material or Process Tried	Result
16	New Enjay 193 + 18 Wet Mils Finish Vinyl Enjay 5551 applied with #1540 Airless Tip	Bubbles
17	Old Enjay 193 + Korapox Epoxy Tie Coat + Enjay Vinyl Finish Coat Next Day	No Bubbles

7214
1

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT

Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 1

Bay No : #3 Date : 4-15-71

Paint Combination Used : 193 + Brush tieCoat* 18mil vinyl.

Wet Mil Thickness: 18

Dry Mil Thickness : 3½

Steel temperature : Low 50s 52°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 7 days

Paint Manufacturer : Enjay

No of bubbles / ft² : 50/15□' = 4+/□'
1/16+

General condition and appearance :

*Blue tie coat brushed on : Enjay VY 5520

T214
1A

Calculations for W. FREMONT INT
Made by J.H

VINYL PAINT EXPERIMENT No. 2

Bay No : Span E.S.B. Unit 3 " 5-6 Girders 337-338-339

Date : 4-19-71

Paint Combination Used : 4518 Vinyl Highbuild - 1 coat

Wet Mil Thickness : 18.0 to 20.0

Dry Mil Thickness : 7.0 to 9.0

Steel temperature : 74°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 36 hrs.

Paint Manufacturer : Enjay Chemical Co

No of bubbles / ft² :

General condition and appearance : Enjay Representative Lynn Grover told J. Kreiter to try spray painting 4518 without thinning material with MEK thinner. Material to thick would not spray without fingering. J. Kreiter mixed 1 gal of MEK to 10 gal. The material was applied the same as 5537 vinyl. Did not look any different to the visual inspection - Bubbling & pinholing. We had bubbling on the complete span with 5537

Job No. 7214
Sheet 2 of sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H 19 Checked by

EWO #13 VINYL PAINT EXPERIMENT No. 3

Bay No : #4

Date : 4-15-71

Paint Combination Used : 193 + 10 Vin + 10 Vin 2 hr later

Wet Mil Thickness : 10 + 10 = 20

Dry Mil Thickness : 7.5

Paint Manufacturer : Enjay

Steel temperature : 52° Low

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 7 days

No of bubbles/ft² : 0 - 30/15 □'

General condition and appearance :

7214
3

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 4

Bay No : #1

Date : 4-19-71

Paint Combination Used : 193 + tie + 18 mi. Vinyl

Wet Mil Thickness : 12

Dry Mil Thickness : 6

Steel temperature : 54°

Air temperature : 55°

Humidity : 44%

Age of Inorganic zinc : 7 days

Paint Manufacturer : Enjay 5537

No of bubbles / ft² : 150 - E. web

General condition and appearance : Blisters on east web & bottom flg. W. flange ok. Blue tie coat sprayed on.

Blue tie coat : Enjay Rust Ban VY 5520, Vinyl Wash Primer Blue (A) Part (B) Part

7214
4

OREGON STATE HIGHWAY DEPARTMENT

Computations for W. FREMONT INT
Made by J.H   Checked by

EWO #13 VINYL PAINT EXPERIMENT No. 5

Bay No : #2

Date : 4-19-71

Paint Combination Used : 193 + tie + 10 mil V. + 2nd C. 10 mil Vin

Wet Mil Thickness : 10 + 10 = 20

Dry Mil Thickness : 5½

Steel temperature : 54° for 1st C., 72° for 2nd C.

Air temperature : 66° 2nd coat

Humidity : 44%

Age of Inorganic zinc : 7 days

Paint Manufacturer : Enjay

No of bubbles / ft² : 100 ±
1/16 to 1/4" in dia

General condition and appearance : Blue tie coat sprayed on.

Blue tie coat : Enjay Rust Ban VY 5520, Vinyl Wash Primer Blue (A) Part (B) Part

Job No. 7214
Sheet 5 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H 19 Checked by 19 Backchecked by 19

EWO #13 VINYL PAINT EXPERIMENT No. 6

Bay No : 11 - WS line Date : 4-19-71

Paint Combination Used : 193 + 18 mil Vinyl

Wet Mil Thickness : 18

Dry Mil Thickness : 5

Steel temperature : 54°

Air temperature : 55°

Humidity : 44%

Paint Manufacturer : Engay

Age of Inorganic zinc : Old (Applied by Canron)

No of bubbles / ft² : 0

General condition and appearance : Good

7214
6

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT
J.H

EWO #13 VINYL PAINT EXPERIMENT No. 7

Bay No : #5 Date : 4-20-71

Paint Combination Used : 193 + 10V + 10V 2 hrs later

Wet Mil Thickness : 20

Dry Mil Thickness : 2 mil

Steel temperature : Webs 100°

Air temperature : 56°

Humidity : 46%

Age of Inorganic zinc : 7 days

Paint Manufacturer : Enjay

No of bubbles / ft^2 : webs 20/□'
bott. flg - 100+/□'

General condition and appearance : webs ~~look~~ fair ~~ok~~ - Some bubbles on stiffeners & top flg.

(6)

Job No. 7214
7

OREGON STATE HIGHWAY DEPARTMENT

Computations for W. FREMONT INT
Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 8

Bay No : #6 Date : 4-20-71

Paint Combination Used : Carboline (ES Unit 3 on New 193)

Wet Mil Thickness : 16

Dry Mil Thickness : 11 mil - 14

Steel temperature : Webs 100°

Air temperature : 56°

Humidity : 46%

Age of Inorganic zinc : 7 days.

Paint Manufacturer : Carboline

936-1 Carboline Vinyl for Yaquina Brdg. Aug-Sept 1970

No of bubbles/ft^2 : 0

General condition and appearance : Slight tendency to pinholing. No bubbles. Enjay panel in next bay painted at same time 100+ bubbles/ft^2 1/16" dia

Job No. 7214
Sheet 8 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H ________ 19__ Checked by ________ 19__ Backchecked by ________ 19__

EWO #13 VINYL PAINT EXPERIMENT No. 9

Bay No : 12 - WS line Date : 4-20-71

Paint Combination Used : 193 + Carb. Vinyl

Wet Mil Thickness : 18

Dry Mil Thickness : 12

Steel temperature : Web 100°

Air temperature : 66°

Humidity : 44%

Age of Inorganic zinc : Old (Applied by Canron)

Paint Manufacturer : Carboline

No of bubbles / ft^2 : 0

General condition and appearance : Some tendency toward pinholing; otherwise good.

Job No. T214
Sheet 9

OREGON STATE HIGHWAY DEPARTMENT

Calculation for W. FREMONT INT
Made by J.H 19 Checked by Rechecked by

EWO #13 VINYL PAINT EXPERIMENT No. 10

Bay No : #9

Date : 4-21-71

Paint Combination Used : 193 + 8:00 Am Original TIeC. (Green) 6628 + 18 Enjay Vinyl 1:15 PM

Wet Mil Thickness: 18

Dry Mil Thickness : 5 mil

Steel temperature : 66°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 12 days

Paint Manufacturer : Enjay

No of bubbles / ft^2 : 100+

General condition and appearance : Extensive bubbles all surfaces

No. T214
10

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H , 19 Checked by

EWO #13 VINYL PAINT EXPERIMENT No. 11

Bay No : 10 Center Girder Date : 4-21-71

Paint Combination Used : Carboline

Wet Mil Thickness : 16

Dry Mil Thickness : ~~5~~ 12

Steel temperature : 66°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 12 days

Paint Manufacturer : Carboline

No of bubbles / ft² : 0

General condition and appearance : Occasional slight pinholing. This applied at same time as #9

Form E-106

Job No. 7214
Sheet 11 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H , 19 Checked by , 19 Backchecked by , 19

EWO #13 VINYL PAINT EXPERIMENT No. 12

Bay No : 10A Lt. Girder Date : _ ____

Paint Combination Used : 193 + Carbolinic Vinyl

Wet Mil Thickness : 16

Dry Mil Thickness : 12

Steel temperature : 66°

Air temperature : 52°

Humidity : 44%

Age of Inorganic zinc : 12 days

Paint Manufacturer : Carboline

No of bubbles / ft² : 0

General condition and appearance : Good

7214
12

OREGON STATE HIGHWAY DEPARTMENT

W. FREMONT INT

Made by J.H

EWO #13 VINYL PAINT EXPERIMENT No. 13

Bay No : #7

Date : 4-21-71

Paint Combination Used : Carboline + 1/2 gal #25 / 5 gal Carboline Thinner

Paint Manufacturer : Carboline

Wet Mil Thickness : 14-16

Dry Mil Thickness : 6.5

Steel temperature : 66°

Air temperature : 56°

Humidity : 44%

Age of Inorganic zinc : 12 days

No of bubbles / ft² : 0

General condition and appearance : All surfaces look excellent.

Form 1186

Job No. T214

Sheet 13 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H 19 Checked by 19 Backchecked 19

EWO #13 VINYL PAINT EXPERIMENT No. 14

Bay No : #8 Date : 4-21-71

Paint Combination Used : Carboline + #33 + 1/2 qt/5 gal Carboline Thinner

Wet Mil Thickness : 14-16

Dry Mil Thickness : 6 mil

Steel temperature : 66°

Air temperature : 56°

Humidity : 44%

Age of Inorganic zinc : 12 days

Paint Manufacturer : Carboline

No of bubbles / ft^2 : 0

General condition and appearance : Slight tendency to small pinholing. Enjay vinyl in adjacent bay - 5.5 mil 100+ bubbles/ft^2 - 1/4 to 1/16 dia. Applied after carboline

Picture of Enjay Vinyl

Form E-[illegible]

Job No. 7214

Sheet 14 of ... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H. ......19.. Checked by ......19.. Backchecked by ......19..

EWO #13 VINYL PAINT EXPERIMENT No. 15

4-26-71 Accel.

Bay No: 12

Date: 4-28-71 Vinyl

Paint Combination Used: 193 + Accelrator + 18m. Vinyl.

Wet Mil Thickness: 18

Dry Mil Thickness: ----

Paint Manufacturer: Enjay

Steel temperature: 58°

Air temperature: 51° Light Wind

Humidity: 66% overcast

Age of Inorganic zinc: 5 days

No of bubbles/ft²: 100 +

General condition and appearance:

- Many bubbles - pinholes
- Steel Temp for accelerator application 100°
- Accelerator applied 15 min. after 193 application
- Thickness of 193 (new) 3 mils

Form [illegible]

Job No. 7214

Sheet 15 of Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT

Made by J.H 19 Checked by 19 Backchecked by 19

EWO #13 VINYL PAINT EXPERIMENT No. 16

Bay No : 13

Date : 4-28-71

Paint Combination Used : 193 + 18 mil Vinyl.
(15 spray nozzle used for application)

Wet Mil Thickness : 18

Dry Mil Thickness :

Steel temperature : 58°

Air temperature : 58°

Humidity : 64%

Age of Inorganic zinc : 5 days

Paint Manufacturer : Enjay Vinyl
applied with
1540 Airless Tip

No of bubbles / ft² : 100+

General condition and appearance :
Many bubbles

Form [illegible]

Job No. T214
Sheet 16 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for W. FREMONT INT
Made by J.H 19 Checked by 19 Backchecked by 19

EWO #13 VINYL PAINT EXPERIMENT No. 17

Interior GirderA, Floor Bm 54 to 58
Bay No : Unit 5W-3, Span 6
Date : Epoxy : 5-24-71
Vinyl : 5-25-71

Paint Combination Used : Super Korepon Epoxy over old zinc
Enjay Vinyl over Korepon Epoxy

Wet Mil Thickness : Vinyl 18

Dry Mil Thickness : Epoxy 1.0
Vinyl 5.0

Steel temperature : Epoxy 78°
Vinyl 64°

Air temperature : Epoxy 72°
Vinyl 59°

Humidity : Epoxy 48%
Vinyl 49%

Age of Inorganic zinc : 4 months

Paint Manufacturer

Epoxy : Desoto, Inc.
Super Koropon #BAC 865
Catalyst BMS 10-11 H
Batch No. Z 1681
Formula Date 11-17-70

Vinyl : Enjay 5537

No of bubbles / ft^2 : 0

General condition and appearance : Good

RECEIVED
FORM E-30 (4-70)
JUN 15 1971
FOR FILING

[illegible]

To:

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 10, 1971

SUBJECT: Deck Sealant
East Fremont Intch., Contracts 7310,11 & 12
West Fremont Intch., Contract 7214
Fremont Bridge, Contract 7276

Mr. R. L. Schroeder
Metropolitan Engineer

METRO

Attention Mr. Edward L. Hardt
Metro Bridge Const. Engr.

Approval has been received from the Federal Highway Administration to place a linseed oil deck sealant on the subject structures. I am enclosing a copy of the specification for this deck sealant treatment.

Also attached is a copy of the contract revision authorization form in which the Federal Highway Administration's approval of this contract revision is indicated.

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Enclosures

cc A. E. Johnson
A. A. Rear
H. A. Schell, Jr.

CORRECTED REPORT, June 9, 1971
(Type of Material)

OREGON STAT[illegible]IGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

VINYL PAINT

Project: West Fremont Interchange
Highway: Stadium Freeway
Contractor: Anderson-Hannan Co. No. 7214
Submitted by: J. D. Howard
Source of material: Enjay Chemical, Houston, Texas
Sampled or inspected at: Jobsite
To be used: Bridge - Superstructure
Sampled or inspected by: Glen Wood, May 12, 1971
Quantity represented: 110 gals.

Laboratory No. 964550
Sample Data No. A42449
Prefix 626-1011
Amount charge $22.50
Dept. invoice No.
Date received May 12, 1971
Date reported June 7, 1971
F.A. No. I-405-8(20)303

TEST RESULTS

Batch No. 1350 Mfg. Aug. 26, 1970

	Determined	Specified
Per cent nonvolatile vehicle of paint		
Viscosity, Krebs units	82	
Drying at 20 min.		
Drying at 1 hour		
Drying time:		
Set to touch		
Dried hard		
Bleeding		
Water test		
Flexibility		
Abrasion		
Hiding		
Color		
Fineness		
Weight, pounds per gallon	8.86	9.4±0.2
Settling		
Adhesion		
Total solids (Weight)	37.5%	
Total solids (Volume)	25.1%	28% min.
Pigment per cent		
Vehicle per cent		
Pigment composition:		

Formula No.

	Determined	Specified
Vehicle composition: Volatile		
Nonvolatile		
Phthalic anhydride		
Acid number		
Saponification No.		
Unsaponifiable matter		
Acid number		
Iodine No. (Wijs)		
Drying time w/linseed oil		
Refractive index		
Distillation		
Initial boiling point		
Dry point		
Mixed aniline point		
Flash point		

Remarks: Low weight/gallon.
Low total solids content.
M.E.K. Thinner added 8gal./55 gal. at the project.

REPORT TO:
- ☐ Bureau of Public Roads
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- X ☐ Bridge Engineer
- ☐ Requisition Office
- X ☐ Division Engineer Schroeder
- X ☐ Resident Engineer Howard
- ☐ Dist. Maint. Supt.
- ☐ Foreman
- X ☐ Files
- X A. E. Johnson
- X Anderson-Hannan Co.

NOTED
A. E. JOHNSON

Material as represented by this sample ~~does~~ does not, comply with specifications.

John C. Jackson

CORRECTED REPORT, June 9, 1971
(Type of Material)
Form L-232-221

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD
VINYL PAINT

Project West Fremont Interchange
Highway Stadium Freeway
Contractor Andersen-Hannan Co. No. 7214
Submitted by J. D. Howard
Source of material Enjay Chemical, Houston, Texas
Sampled or inspected at Jobsite
Sampled or inspected by Glen Wood, May 12, 1971

Laboratory No. 964549
Sample Data No. A42449
Prefix 626 1911
Amount charge $22.50
Dept. invoice No.
Date received May 12, 1971
Date reported June 7, 1971
F.A. No. I-405-8(20)303
To be used Bridge - Superstructure
Quantity represented 330 gals.

TEST RESULTS

Batch No. 1348 Mfg. Aug. 26, 1970	Determined	Specified	Formula No.	Determined	Specified
Per cent nonvolatile vehicle of paint			Vehicle composition: Volatile		
Viscosity, Krebs units	84		Nonvolatile		
Drying at 20 min.			Phthalic anhydride		
Drying at 1 hour			Acid number		
Drying time:					
Set to touch			Saponification No.		
Dried hard			Unsaponifiable matter		
Bleeding			Acid number		
Water test			Iodine No. (Wijs)		
Flexibility					
Abrasion			Drying time w/linseed oil		
Hiding					
Color					
Fineness			Refractive index		
Weight, pounds per gallon	8.90	9.4±0.2	Distillation		
Settling			Initial boiling point		
Adhesion					
Total solids (Volume)	25.5%	28% Min.			
Pigment per cent	17.1	19.6 Min.			
Vehicle per cent					
			Dry point		
			Mixed aniline point		
Pigment composition:			Flash point		

Remarks: Low weight, low solids, low pigment content.

M.E.K. Thinner added, 8 gal/55 gal. at the project.

REPORT TO:
☐ Bureau of Public Roads
☐ Construction Engineer
☐ Maintenance Engineer
X ☐ Bridge Engineer
☐ Requisition Office
X ☐ Division Engineer Schroeder
X ☐ Resident Engineer Howard
☐ Dist. Maint. Supt.
☐ Foreman
X ☐ Files
X A. E. Johnson
X Andersen-Hannan Co.

Material as represented by this sample ~~does~~ does not, comply with specifications.

John C. Jenkins

CORRECTED REPORT, June 9, 1971
(Type of Material)
Form [illegible]—2M

OREGON STATE HIGHWAY DEPARTMENT

MATERIALS DIVISION LABORATORY RECORD

VINYL PAINT

Project: West Fremont Interchange
Highway: Stadium Freeway
Contractor: Andersen-Hannan Co. No. 7214
Submitted by: J. D. Howard
Source of material: Enjay Chemical, Houston, Texas
Sampled or inspected at: Jobsite
Sampled or inspected by: Glen Wood, May 12, 1971

Laboratory No. 964819
Sample Data No. A42450
Prefix 626-1011
Amount charge $22.50
Dept. invoice No.
Date received May 14, 1971
Date reported June 7, 1971
F.A. No. I-405-8(20)303
To be used: Bridge - Superstructure
Quantity represented: 55 gals.

TEST RESULTS

Batch No. 1349 Mfg. Aug. 26, 1970	Determined	Specified
Per cent nonvolatile vehicle of paint		
Viscosity, Krebs units	111	
Drying at 20 min.		
Drying at 1 hour		
Drying time:		
Set to touch		
Dried hard		
Bleeding		
Water test		
Flexibility		
Abrasion		
Hiding		
Color		
Fineness		
Weight, pounds per gallon	9.16	9.4±0.2
Settling		
Adhesion		
Total solids	27.3%	28% Min.
Pigment per cent	18.7	19.5% Min.
Vehicle per cent		
Pigment composition:		

Formula No.	Determined	Specified
Vehicle composition: Volatile		
Nonvolatile		
Phthalic anhydride		
Acid number		
Saponification No.		
Unsaponifiable matter		
Acid number		
Iodine No. (Wijs)		
Drying time w/linseed oil		
Refractive index		
Distillation		
Initial boiling point		
Dry point		
Mixed aniline point		
Flash point		

Remarks:

High viscosity.
No M.E.K. Thinner added.

REPORT TO:
- ☐ Bureau of Public Roads
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- X ☐ Bridge Engineer
- ☐ Requisition Office
- X ☐ Division Engineer Schroeder
- X ☐ Resident Engineer Howard
- ☐ Dist. Maint. Supt.
- ☐ Foreman
- X ☐ Files
- X A. E. Johnson
- X Andersen-Hannan Co.

Material as represented by this sample ~~does,~~ does not, comply with specifications.

RECEIVED
JUN 11 1971

ENJAY CHEMICAL COMPANY

ONE BUSH STREET, SAN FRANCISCO, CALIFORNIA 94104
TELEPHONE: 415 421-8979

Files

ENJAY

Paramins and Specialties Division

Specialties Sales
~~D. R. [illegible], District Manager~~

I-405-8(20) 3-3

7214

June 8, 1971

Mr. Floyd Query
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

As per our conversation of this date, this is our formal request for a copy of the Bid and Performance Bond of Anderson and Hannan, general contractor of the west portion of the Fremont Street Bridge.

Thank you for your cooperation in this matter.

Very truly yours,

L. P. Grover

L. P. Grover
Technical Sales Representative

LPG:ko

cc: Mr. C. W. Head

Kathi,
please make a copy

76

mailed 6-9-71
by CH

fr

NOTED
FLOYD QUERY

RECEIVED
JUN 11 [illegible]
STATE HIGHWAY COMMISSION

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

2 465-8(20)313
7214

June 7, 1971

Cm 6-8-71

Mr. Tom Edwards
Deputy Highway Engineer
Oregon Division of Highways
Salem, Oregon 97310

Re: Impossibility of Performance - Painting - Fremont Bridge
Highway Contracts Nos. 7214, 7276, 7310, 7311, 7312.

Dear Tom:

Special Provisions, Section 414, Painting New Metal Structures, Inorganic Zinc Silicate-Vinyl Coating, are found to be the same in each of the above contracts.

The contractor, in the special provisions section dealing with the "Scope of the Work", is informed that "all interior and exterior surfaces of structural steel members * * * shall be painted with one coat of selfcuring inorganic zinc silicate primer and one coat of compatible high-solids vinyl paint to a combined dry film thickness of not less than 8 mils * * *". (emphasis supplied)

The special provisions dealing with "Painting", state that the paint system for the metal work shall consist, inter alia, of the following:

Primer Coat - In organic zinc rich coating, a minimum dry film thickness of 3 mils.

Tie Coat - If recommended by the manufacturer of the prime and vinyl paint, to be applied in accordance with its recommendation.

Finish Coat - High build vinyl finish coat, a minimum dry film thickness of 5 mils. (emphasis supplied)

The special provisions pertaining to the vinyl finish coat, provides that this coat, when applied in one coat over the inorganic zinc primer, or the tie coat if required, "* * * shall not exhibit any 'pinholing' characteristics".

A reading of the foregoing in conjunction with the balance of the special provisions relating to painting convinces the writer

NOTED
TOM EDWARDS

of the following:

(a) The contractor was directed to use a one coat paint system.

(b) A tie coat was not to be used unless recommended by the manufacturer of the prime and vinyl paint.

Enjay Chemical Company, manufacturer of both paints, submitted documented data on August 12, 1969, to the contractor for submission to the engineer for approval. This was submitted in accordance with the special provisions relating to Inorganic Zinc Silicate Primer. The Enjay Co. brochure, Section 18, asserts Rust-Ban VM 5537 is completely compatible with Rust-Ban 191, without a tie coat. I assume the foregoing Rust Ban paint is the same as the inorganic zinc silicate primer and vinyl finish paint provided for in the special provisions.

The special provisions provide the vinyl finish coat is to be applied after erection. In applying the finish coat the contractor has been unable to do so without the finish product exhibiting excessive amounts of "pinholing" characteristics. The problem was brought to the attention of the Enjay Chemical Co. After expending over one month in an effort to totally eliminate the bubbling and pinholing characteristics of the 5 mils dry coat of vinyl applied over the inorganic zinc silicate primer, Enjay Chemical Co., by letter of November 6, 1970, to Frank Klaas, painting sub-contractor, states "it is our technical opinion that a totally bubble free pinhole free high build coating of O.S.H.D. formulation spec. vinyl is impossible to obtain over large surface areas on a consistant basis." (emphasis supplied)

It is the law of this state that a contractor is excused from the performance of a contract if the same is impossible of fulfillment due to causes beyond his control and without fault or negligence on his part. Dorsey v. Oregon Motor Stages, 183 Or 494, 194 P2d 967.

Impossibility of performance means not only strict and literal impossibility, but also impracticability because of extreme and unreasonable expense, injury or loss involved. Savage v. Peter Kiewit Co., 249 Or 147, 432 P2d 519, 437 P2d 487.

The Oregon Court, in the Savage case, states that in applying the doctrine of impossibility, courts recognize that unexpected difficulty or expense may approach such an extreme that practical impossibility exists. To operate as a discharge, the hardship must be so extreme as to be outside of any reasonable contemplation of the parties and the unforeseen hazard not one that reasonably should have been guarded against.

Another factor to be considered in dealing with the case at hand is that the State impliedly warrants that the specification it furnishes a contractor will be adequate for producing the desired result. United States v. Spearin, 248 U.S. 132, 39 S. Ct. 59, 63 L. Ed. 166 (1918), A. Teichert & Son, Inc. v. State, 48 Cal. Rptr. 225, 283 Cap Apps. 2d, 736.

I am informed that while the desired results cannot be obtained by following the contract specifications, which also provide the contractor shall not deviate from them, satisfactory result could be obtained by the use of a tie coat and the application of the vinyl paint in multiple coats.

If this be true, the contractor, in my opinion, would be legally entitled to his additional costs if directed to do so.

Very truly yours,

LEE JOHNSON
Attorney General

Lindas

L. I. Lindas
Assistant Attorney General
and Counsel to
Highway Division

LIL:mjg
cc- R. L. Porter

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

FOR FILING

7214

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 2, 1971

SUBJECT: West Fremont Interchange
Contract No. 7214
East Fremont Interchange
Contract No. 7310
Inorganic Zinc Paint

To: A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

On a recent inspection trip of the East Fremont Interchange, Bob Pillsbury, Herb Schell's assistant, requested that a detailed study of the inorganic zinc film thickness in one bay of a trapezoidal girder be made in order to determine if a spraying pattern could be identified. When I discussed this request with you, you asked for a chance to review this data before it was given to Mr. Pillsbury.

Attached you will find one sheet of field notes indicating the results of this study. On the back of the sheet, you will find a tabulation of these readings which indicates an average thickness of 2.8 mils. The girder checked had what was determined "moderate rust" by Mr. Shotwell's people which to them meant that less than 5% of the steel was rusty. It was painted sometime during the week prior to October 23, 1970 and was painted with Rust Ban 191. After your review, assuming you have no objections, this data should be forwarded to Mr. Pillsbury.

Mr. Pillsbury and Mr. Bryant, both of the FHWA, made an inspection of our current painting procedures on May 13, which resulted in their inspection report No. 20 on the West Fremont Interchange. Page 4 of this report lists six recommendations and you have asked for our comments on these. Our comments are in the same numerical sequence as the original report.

1. No comment.

2. Prior to the problem of wide scale rusty steel coming up, we had an agreement with the Contractor that would allow him to repair damaged inorganic zinc in the field without sandblast preparation of the damaged area. This is technically not allowed by our painting specifications. However, this change was accomplished by the substitution of Rust Ban 193 for Rust Ban 191. The 193 is such that it does not need a sanblasted surface for adherence to the steel. The point is that contrary to our specifications, sandblasting is not necessarily required for field repair work, so long as Rust Ban 193 is being used. Also the cleaning procedure being used, power wire brushing, has been verbally approved by the Enjay Chemical Company.

   With regard to rust staining, since the stain comes from an outside source, apart from the painted surface, we have always felt that all that is necessary in the way of cleaning is to remove the loose material which would prevent a bond between coats of paint; therefore, sandblasting for removal of rust staining does not appear to be necessary.

NOTED
A. E. JOHNSON

3. When the repairs for rusty zinc were started, the instructions were that in order not to hold up concreting operations it would be permissible to apply vinyl over zinc that was 24 hours old. It develops that on the East Fremont project no zinc was top coated with less than 48 hours cure and on the West project there was a "very limited" situation where the cure time was between 40 and 48 hours. Generally there were several days of cure time between coats. Both Resident Engineers now have instructions to allow at least 48 hours of cure time.

4. The inorganic zinc is being washed with a detergent prior to placing a vinyl top coat.

5. As you know, we are ignoring the bubble and pin hole problem in the insides of the girders in favor of job progress. We are now experimenting through Harlan Associates and the Contractors with ways to obtain a bubble-free surface on the outsides of the girders.

6. The inorganic zinc paint which was applied in Vancouver, B. C. was measured for thickness by PTL at the place of application. The vinyl which is being applied at the job sites is being measured for conformance to required thickness by the Resident Engineers' crews as required by the Contractor.

Please advise if further information is desired.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: Ivan Merchant
Robert Shotwell
John Howard

RECEIVED
JUN [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

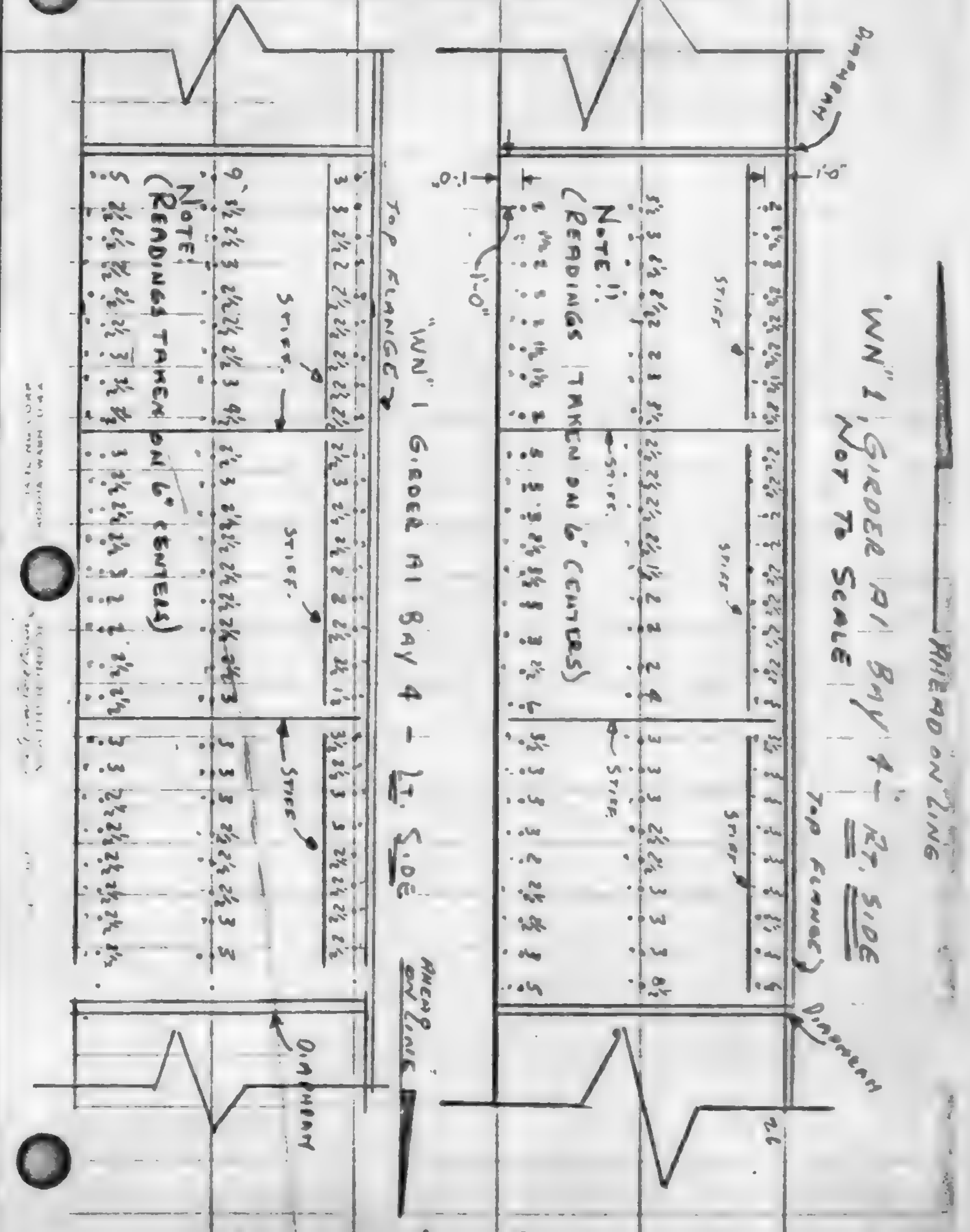
Mils	No. Readings		
1½	x 6	=	9
2	19		38
2½	69		172.5
3	44		132
3½	10		35
4	1		4
4½	1		4.5
5	2		10
6	2		12
8½	1		8.5
9	1		9
	156		439.5/156 = 2.8 mils Avg.

EAST FREMONT INTCH SECTION 5-21-71 ORVILLE FIN:

PAINT THICKNESS READINGS

"WN" UNIT 1 - GIRDER A1 BAY 4

NOTE:
READINGS TAKEN WITH ELCOMETER.


"WN" 1 GIRDER A1 BAY 4 - LT. SIDE
TOP FLANGE
NOTE!
(READINGS TAKEN ON 6" CENTERS)
STIFF.
DIAPHRAM
AHEAD ON LINE
1'-0"
"WN" 1, GIRDER A1 BAY 4 - RT. SIDE
NOT TO SCALE
AHEAD ON LINE
TOP FLANGE
DIAPHRAM

See back

ENJAY

ENJAY CHEMICAL COMPANY

SUITE 410 — [illegible] EAST PACIFIC COAST HIGHWAY • LONG BEACH, CALIFORNIA [illegible]
TELEPHONE: [illegible]

Paramins and Specialties Division
Industrial Coatings

March 31, 1971

Mr. John Kreiter
Industrial Painting & Sandblasting
4137 Jackson
Milwaukie, Oregon 97222

Dear Mr. Kreiter:

It has been determined that the present Oregon State Highway Department specification hi-build vinyl (Enjay product VM 5537) cannot be applied under all weather conditions in one coat at 5 dry mils without bubbling. Since it is apparent that the present inspection criteria being used by the Oregon State Highway Dept. will not allow the bubbling that has been experienced, Enjay wishes to make the following recommendations to reduce the bubbling problems. The recommendation that will prove to be the most effective in solving the bubbling problem cannot and will not be determined until field tests of all recommendations have been conducted on the Fremont Street Bridge under typical weather conditions.

Enjay's first recommendation is to apply the new vinyl formulation 4518 in a 2 pass application with approximately 2 minutes between passes. Where 2 passes cannot be made due to access, one pass at 5 mils should be made. Samples of 4518 have been sent to the Oregon State Hwy. Dept. for testing and evaluation.

Enjay's second recommendation is to apply a seal coat of 5520 at .75 mils over the zinc and to topcoat the 5520 with 4.5 mils of 4518 in 1 coat. Painting over the 5520 would be possible 30 minutes after the 5520 had been applied.

Field tests may very well indicate that a combination of the above systems will be most effective. For example, the first recommendation may prove to be adequate on the interior of the beams with the second recommendation proving more effective on the exterior.

RH

The prices and volume percent solids on 5329 and 4518 are as follows:

	Vol % solids	Cost/gal	
5520	13	$4.59	pails
4518	28	$4.20	pails

If you have any questions concerning these recommendations, please contact me.

Very truly yours,

J. L. Schepens /eg

J. L. Schepens

JLS/wg

cc: Mr. Ralph Hannan
Portland, Oregon

bcc: W. J. Powers, Stedman

RECEIVED
JUN 8 - 1971
FORM [illegible]

FOR FILE

I-405-8(20) 303
7214

SP*23011-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 2, 1971

SUBJECT: WEST FREMONT INTERCHANGE
Stadium Fwy Project
Contract No. 7214

To: Mr. Edward L. Hardt
Ass't Metropolitan Engineer
OFFICE

Enclosed is a letter from Andersen-Hannan confirming the price they gave at the May 26 meeting on the additional cost of using Super Koropon primer. Also, they quote $80,000.00 additional for a two coat vinyl finish instead of the one coat.

Please let us know when a decision has been reached on this matter.

J. D. Howard
JOHN D. HOWARD
Resident Bridge Engineer

cc: Mr. Ivan D. Merchant
Mr. A. E. Johnson
file
JDH:dfh
attachment

NOTED
A. E. JOHNSON

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367 PORTLAND, OREGON 97213 ■ PHONES 235-8661 777-1401

26 May 1971

A-H Job #G-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard

Reference: West Fremont Interchange

Dear Sirs:

With reference to the meeting held at your metropolitan office on 25 May 1971, concerning the vinyl paint system on the structural steel.

We confirm our approximate additional cost verbally quoted to you of $95,000 to $100,000 for covering the zinc primer with one coat of Super Koropon wash primer, yellow BMS 10-11H. This quotation does not include any liability for damage to other persons or property caused by over-spray, and assumes that no specific film thickness will be required. Our experience so far shows that to get .7 to 1 mil paint film thickness (dry) requires more than one pass. Experiments in the last few days in the field show that not more than one pass is required.

At the same meeting you requested a price to apply the specified vinyl topcoat in two coats instead of one and we quote you the additional cost of $80,000 if this system is adopted.

We might point out to you that we anticipate no problems with over-spray if this method is used rather than the Super Koropon method.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

RSE:hr

cc: Mr. A.E. Johnson - Salem

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[illegible] 10 1971
FOR FILING

[illegible]
7214

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 27, 1971

SUBJECT: East Fremont Interchange
Contract No. 7310
West Fremont Interchange
Contract No. 7214
Enjay Chemical Company

To: A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

On Wednesday afternoon, May 26, Mr. Don Blue of the Enjay Chemical Company visited me for about an hour and a half and discussed the vinyl paint situation on the East and West Fremont projects for which Enjay is supplying the paint.

Previously Don had called the manufacturers of Super Koropon, DeSoto, Inc., about the application of Super K and he wanted to pass on the information that he had obtained. He had talked to Mr. Dan Miller in DeSoto's laboratory. Listed below are some of the things relative to Super K that Don passed on to me.

1. Super K should be applied using conventional spray equipment instead of the airless equipment which was used earlier in the week on the West Fremont. This should explain the difficulty experienced on the West Fremont in getting this material applied to the proper thickness in one application.

2. DeSoto's experience with topcoats over Super K has been with Polyureathanes and epoxies as used in the aerospace industry. They have had no experience with vinyl topcoats. Don cautioned that we should monitor the vinyl which we have applied over the Super K to make sure that there were no long term adherence problems. He said the nature of vinyl is such that it could appear to be adhering well to the epoxy but later could develop adherence problems.

3. The Super K, being epoxy, gets harder with time and if its allowed to cure in the range of one week, it should be given a mist coat of Super K since the vinyl solvents cannot dissolve the epoxy surface which is necessary in order to get good adherence. He thought according to the data from Mr. Miller that the Super K could be top-coated after two to three hours of cure time. Mr. Miller also told Don Blue that the solvents in Super K are "very fast" and that there should be no problems with painting of automobiles under the structure.

Don mentioned several problems connected with the Super K that will give the Fremont Contractors problems and will, therefore, affect the price that they submit to us for the addition of this paint. They are:

NOTED
A. E. JOHNSON

1. The question of how many "passes" will be necessary to get the required coverage. As you know, we are considering going to a mist coat rather than the 0.7 to 1 mil coverage originally called for but until this is resolved, the Contractors' price quotes may reflect their uncertainty.

2. The nature of the Super K will probably require that the painters wear respirators while they are applying the paint. This, of course, will add to the application cost.

3. The Super K which was applied on the West Fremont job on May 24, exhibited considerable "dusting". This is the over-spray which dries in the air and settles on the adjacent area. This will have to be cleaned up before the vinyl can be applied. I pointed out to Don that the Super K will only be applied to the outsides of the girders but he still felt that this would be a problem; at least in the Contractors' minds.

4. The maximum time limitation on the application of vinyl over the Super K, which was mentioned by one of the painters in our Tuesday meeting, will generate questions and, therefore, increase the Contractors' quotes because due to our unpredictable weather conditions, it is possible that Super K could not be top-coated with vinyl until such a time that the above mention mist coat would be required, thus nullifying the first coat of Super K.

At our meeting of last Tuesday you discussed with Mr. Blue Enjay's responsibility with regard to the bubbling problem. In this connection, Don showed me copies of two letters dated late in March of 1971 addressed to the painting subcontractors on the East and West projects, Kreiter and Klaas, which were in the form of Enjay's proposals for the solution to the vinyl bubbling problem. Don allowed me to read these letters but didn't allow me to keep them. These proposals were:

1. Change the vinyl paint formulation to what Don called No. 4518, which has slower evaporating solvents. He said this material has been tested by our laboratory. This was to have been applied with two equal passes with a two minute interval between or

2. The use of wash primer, No. 5520, would be applied 0.75 mils thickness would be followed by 4.5 mils of No. 4518 30 minutes later.

These letters closed by giving approximate coverages per gallon of these materials and price quotations for same.

Under the circumstances I find it hard to understand why the prime contractors have never advanced Enjay's proposals for our consideration.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: Ivan Merchant
John Howard
Robert Shotwell

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible] 2[illegible] 1971
FORM E-30

I-405-[illegible]
7214

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 26, 1971

To: **Memo To The Files**

SUBJECT: **West Fremont Interchange, 7214**
Fremont Bridge, 7276
East Fremont Interchange, 7310
Proposal For The Use Of Super Koropon

On May 25, at 1:30 PM a meeting was held in the Metropolitan Section conference room to discuss the addition of Super Koropon spray primer to the paint system for the Fremont Bridge complex. Listed below are those who attended the meeting.

Henry Hannan	Anderson-Hannan
* Ralph Hannan	" "
* John R. Kreites	" "
R. S. Everett	" "
* H. A. Anderson	" "
Bill Choate	Murphy Pacific
* E. D. (Jack) Geer	" "
* W. A. Bugge	Drake-Willamette, Joint Ventures
R. E. Grant	" " " "
* F. G. Drake	" " " "
Ron Owens	Klaas Bros., Inc
* Frank Klaas	" " "
* D. R. Blue	Enjay
* R. O. Cunningham	OSHD
* Ivan Merchant	"
* Alfred A. Rear	"
* J. D. Howard	"
* R. E. Shotwell	"
Charles Lobaugh	"
* A. E. Johnson	"
Ed Hardt	"

* Received a copy of this memo.

Prior to this meeting, the writer contacted the Contractors on the three Fremont projects (Anderson-Hannan, Murphy Pacific and Drake-Willamette) and asked them to work up a cost figure for the addition of Super Koropon spray primer to be applied from 0.7 to 1 mil in thickness between the zinc and vinyl coats. Mr. Johnson opened the meeting by referring to Harlan Associates research on the vinyl bubbling problem. They have tried

NOTED
A. E. JOHNSON

Mobile, Enjay and Carbolene vinyls with various combinations of primers. The only combination that they have found which successfully eliminates bubbling and pin holing is the Super Koropon. Harlen's recommendation is for 16 hours of cure time for this material but it may be possible to cut this cure time down depending on field conditions.

Mr. Johnson went on to say that the above proposal for the addition of Koropon is being made because it offers the only method of applying vinyl without bubbling. Since we have not received any proposals from the paint suppliers for a method to apply five dry mils of vinyl in one coat without bubbles, it must be assumed that the Koropon method is the only method which will do the job.

Mr. Johnson also mentioned that the vinyl samples which Harlan had received from the job site had been thinned with MEK which tends to defeat the purpose of our specification and causes an increase in the bubbling problem since the addition of MEK increases the amount of solvents which must escape through the surface of the vinyl. He went on to say that we will take the cost figures for the Koropon and ask the FHWA to participate in this cost. He mentioned that we have recently been cited by the Federal people regarding our current repair work on the deficient zinc on the East and West projects since they feel that any cleaning of rusted areas should only be done by sand blasting.

Mr. Johnson reported that we have just received a proposal from Murphy Pacific quoting the extra cost for a two-coat high-build vinyl paint job. He said that he didn't believe this was the answer to the vinyl problem since this would probably still result in some bubbling.

Mr. Anderson reiterated his concern for the delays to the project caused by the painting problems and said that he didn't think they could pour concrete decks fast enough in order to get all of the girders painted this year. He said that if it's necessary to use extra staging in order to paint the girders before the concrete decks are place, he would expect the State to bear the extra cost involved.

Mr. Everett and Mr. Kreiter expressed their concern for paint damage to automobiles under the work area when the Koropon is applied. The specifications for this paint indicates that it dries dust free in 15 minutes which would indicate that it could cause automobile damage. Mr. Kreiter mentioned that he had called the people who manufacture this paint and the man he talked to had had no experience on drying time as related to the over spray problem. His experience had been on aluminum applied in an aircraft plant.

Frank Klaas inquired as to a maximum drying time for the Koropon before application of vinyl. He is concerned that if it's allowed to dry for too long a time, that it will get a slick, hard surface with resulting poor adhesion for the vinyl.

Don Blue, Enjay's representative, said that their lab does not agree with Harlan's findings, that the Koropon is the only answer to the bubbling problem. They have tried a wash primer and epoxy primer and have had "good luck" over "aged" zinc. He did say that these primers did not prevent bubbling on "new" zinc. He suggested that we try Enjay's VY 6520 vinyl primer to determine if it will eliminate the bubbling problem. Mr. Johnson replied that he thought it was a little late for experimenting with Enjay's products and that this should have been done in the last several months. Mr. Blue said that he felt that a good paint job could be produced with a washed primer and two coats of vinyl. Mr. Johnson asked for his recommendations in writing and Mr. Blue said these would be submitted to the Contractors. Mr. Blue also inquired as to the curing time of the zinc in the experiments done by Harlan and Mr. Johnson said that there was a 48 hour cure time of 3 to 4 mils of RB 193 zinc.

Mr. Anderson said that he would offer a preliminary figure of $90 to $100,000 for the application of Koropon. This figure was for the exterior girders only assuming that the work could be done by November 1, and included no liability for paint damage. Jack Geer said that he would shortly submit a figure for the Koropon also with no acceptance of liability.

Mr. Johnson summarized the meeting by stating that the State requests cost figures from all three contractors for the application of Super Koropon and also for the application of two separate coats. After these figures are received, the State will request the FHWA people to participate in this cost. With their concurrences the work will proceed on whichever basis is selected. With regard to the zinc paint on the girder exteriors, he said a final decision has not been made as yet, but he personally felt we should have a minimum of 2 mils of zinc and preferably 3 mils.

R. L. Schroeder
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

RECEIVED
MAY 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DeSoto

aerospace products

NAME: SUPER KOROPON FLUID RESISTANT PRIMER, YELLOW, BMS 10-11H,
RULE 66

CODE: 513-706 Primer Base 910-707 Curing Solution

DESCRIPTION:

A chemically cured epoxy. This product is designed to provide maximum protection for aluminum and magnesium against conditions of humidity, salt fog, fuel and hydraulic fluids, including Skydrol 500. The coating will withstand immersion in any of the above-mentioned fluids or environments for indefinite periods of time.

SURFACE PREPARATION:

Designed for use on chemically cleaned aluminum and magnesium alloy surfaces. Excellent results will be obtained on practically all clean, paintable surfaces.

MIXING:

Mix equal parts by volume of 513-706 and 910-707 just prior to use. Usable pot life at 77°F. is 8 hours with a correspondingly shorter pot life at higher temperatures and a longer pot life at lower temperatures. Spray to dry film thickness of 0.5 to 0.7 mil

APPLICATION:

Any standard spray equipment may be used. Good results are obtained with DeVilbiss MBC spray gun, air cap #765, E or FF fluid tip and E or FF needle, Binks #18 spray gun, 63-PB air cap, 63-C fluid tip and 63-A needle. Equivalent spray equipment is available from other manufacturers.

DRY TIME:

Dust free	20 minutes
Dry to handle	40 minutes
Recoatable	1 hour
Ultimate cure	24 hours

Allow 6-8 hours elapsed time before putting the painted article into service. Full cure is obtained in 24 hours at 77°F. Longer dry times to full cure are necessary at lower temperatures.

PHYSICAL CONSTANTS:

513-706 Base

Weight per gallon	11.15 lbs.
Weight non-volatile	61.5%
Weight pigment	39.3%
Volume non-volatile	39.1%

DeSoto, Inc. 1700 South Mt. Prospect Road, Des Plaines, Illinois 60018
BERKELEY, CALIF. CHICAGO, ILL. CHICAGO HEIGHTS, ILL. GARLAND, TEXAS GREENSBORO, N. C. PENNSAUKEN, N. J.

"Any technical information presented herein is based on generally accepted analytical and testing practices and is believed to be accurate. No guarantee or warranty of any nature is expressed or implied."

Sheet
-706/910-707
ar Koropon F. R. Primer, Yellow
10-11M, Rule 66

SICAL CONSTANTS nt'd.)

910-707 Curing Solution

Weight per gallon	6.85 lbs.
Weight non-volatile	6.3%
Volume non-volatile	5.0%

CAUTIONS: The curing solution is an activator and must be used in the ratio recommended (equal parts base and activator.) No further thinning required. This product is not adversely affected by high humidity conditions; low temperatures, however, will retard curing speed. Painting should not be attempted at temperatures lower than 40°F. Use methyl-ethyl-ketone or methyl-isobutyl-ketone in combination with ethylene-glycol-monoethyl ether (Cellosolve) for clean-up. Clean-up should be done promptly to avoid cured paint remaining in or on equipment.

FE HANDLING: Normal precautions associated with the use of high vapor pressure, low flash point solvents (MEK) should be observed. Avoid prolonged skin contact and excessive inhalation. Wash hands thoroughly before smoking or eating.

R POLLUTION REGULATIONS: This system is compatible with Rule 66 and Regulation 3.

12-1-69

RECEIVED
MAY 28 1971
FOR FILING

I. [illegible]
72141

26 May 1971

A-H Job #G-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard

Reference: West Fremont Interchange

Dear Sirs:

With reference to the meeting held at your metropolitan office on 25 May 1971, concerning the vinyl paint system on the structural steel.

We confirm our approximate additional cost verbally quoted to you of $95,000 to $100,000 for covering the zinc primer with one coat of Super Koropon wash primer, yellow BMS 10-11H. This quotation does not include any liability for damage to other persons or property caused by over-spray, and assumes that no specific film thickness will be required. Our experience so far shows that to get .7 to 1 mil paint film thickness (dry) requires more than one pass. Experiments in the last few days in the field show that not more than one pass is required.

At the same meeting you requested a price to apply the specified vinyl topcoat in two coats instead of one and we quote you the additional cost of $80,000 if this system is adopted.

We might point out to you that we anticipate no problems with over-spray if this method is used rather than the Super Koropon method.

Yours very truly,

ANDERSEN-HANNAN

R S Everett

R. S. Everett

NOTED
A. E. JOHNSON

RECEIVED
MAY 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RSE:hr

cc: Mr. A.E. Johnson - Salem

RECEIVED
MAY 2? 1971

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I 405-8([illegible]) [illegible]

72/41

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 25, 1971

In reply refer to: 08-35-A1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy Edw 5-26-71

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange Section
Industrial Freeway

I concur with the proposed extension of contract time as requested by Mr. Johnson in his May 20 letter. This will advance the completion dates to August 12, 1971, for Unit "B" and November 30, 1971, for Unit "C".

It is understood that this extension is an interim consideration and that additional justification will be considered at a later date when appropriate.

NOTED
A. E. JOHNSON

Orig to Merchant
"Prepare R/D of letter
to Hwy Commn for
June 22 Agenda"
5-26-71

cy to Morgan

cy H.D. Anderson
1-24-72
& 1-27-72

RECEIVED
MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1971
FOR FILING

I-405-8(20)303
7214

May 20, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: West Fremont Interchange
Contract No. 7214
FAP No. I-405-8(20)303

Data concerning the completion dates for the three units of this contract are listed as follows:

Unit A - Partial completion of Units 2 EW and 2 WE plus other minor work. The contract allotted 550 calendar days which forecast a completion date of November 25, 1970. Calendar-day adjustments advanced this date to November 25, 1970. The unit was completed November 25, 1970 with 550 calendar days charged.

Unit B - Essentially all units of WS and SW lines, Units 4 through 7 of the SE and ES lines, Unit 2 of the WE and EW lines, Unit 3 of the SE line, and Unit 1 of the EW and WE lines, plus additional work. The contract allotted 730 calendar days which forecast a completion date of May 13, 1971. Calendar-day adjustments advanced this date to May 24, 1971. Our current estimated completion date for this Unit B of the contract is October 31, 1971.

Unit C - All work under the contract. The contract allotted 850 calendar days which forecast a completion date of September 10, 1971. Calendar-day adjustments advanced this date to September 21, 1971. Our current estimated date for this Unit C is December 31, 1971.

The contractor is requesting that he be granted an additional 287 calendar days for completion of Units B and C without assessment of liquidated damages. This request, if granted, would advance the completion date for Unit B from May 24, 1971 to March 6, 1972, and for Unit C to June 24, 1972. He cites as reasons for this request intermittent strikes in the steel fabricator's plant (141 days) and paint system delays (146 days).

Cy H. A. Andersen
1-24-72
& 1-27-72

We have determined that the contractor's fabrication shop was affected by strikes during the period September 25, 1969 to November 8, 1969, 44 days; and the period February 11, 1970 to February 23, 1970, 12 days, or a total of 56 days due to strikes; and further that contract negotiations between the contractor's fabricator and the unions involved caused plant slowdown and loss of production during the period January 15, 1970 to March 15, 1970, a total of 60 days. Twelve days of this period are included in the direct strike time so we consider 48 days with a slowdown time of 50 percent production in the plant warrant an additional 24-day extension.

Strike time plus loss of production time totals 80 days. With your concurrence, we propose to recommend to the Highway Commission that the contractor be granted an 80-day extension to Units B and C of the contract without assessment of liquidated damages. This advances the completion date for the Unit B to August 12, 1971 and for Unit C to November 30, 1971.

This is to be considered an interim request as expansion joint revisions and paint problems are affecting the job progress to an extent that cannot be determined at this time, and both items may be cause for additional extensions of time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
R. L. Schroeder

CAG:ag ms

I-405-5(20)303
7214

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE - SAN FRANCISCO, CALIFORNIA 94103
821-7245
AREA CODE 415

21 May 1971

Our File: P-5711

AIRMAIL

This report is presented as the confidential property of our client. For our mutual protection, authorization for publication in any manner is reserved pending our written consent.

Department of Transportation
Highway Division
138 State Highway Building
Salem, Oregon 97310

Attention: Mr. A. E. Johnson, Assistant Highway Engineer

Gentlemen:

1. Confirming our telephone conversations of 20 May 1971 bubbling and pinholing of the vinyl finish coat (Enjay 5537) occurred on test panels prepared and treated as per paragraphs 6.2 and 6.3 of our report dated 11 May 1971. No bubbling or pinholing of the Vinyl finish system was observed on test panels prepared as per paragraph 6.1 (Koropon treated panels, three hours curing time allowed for Koropon before application of Vinyl finish coat).

2. The Super Koropon is suggested as a tie coat and/or primer for use in alleviating the bubbling and pinholing problem occurring when the Vinyl finish coat is applied and is not intended to replace the required inorganic zinc coating.

3. DeSoto Incorporated is shipping ten gallons (five 2-gallon kits) of Super Koropon to Edward Hardt's attention.

Respectfully submitted,

NOTED
A. E. JOHNSON

Harold R. Harlan Jr., Technical Director

HARLAN ASSOCIATES, INC.

HRHJr:mp
Orig. & 1cc

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AFFILIATIONS: National Paint, Varnish and Lacquer Association . . . Federation of Societies for Paint Technology . . . American Chemical Society . . . American Society for Testing and Materials . . . American Institute of Chemists . . . Air Pollution Control Association . . . American Oil Chemist's Society . . . Forest Products Research Society . . . International Science Foundation . . . Technical Association of the Pulp and Paper Industry . . . Registered Chemical Engineer, State of California

21 May 1971

Our File: P-5711

AIRMAIL

State of Oregon Highway Division
Metropolitan Section
Department of Transportation
5821 North East Glisan Street
Portland, Oregon 97213

[illegible]
[illegible] authorization for publication in
any manner is reserved pending our written
consent.

Attention: Mr. Edward L. Hardt, Bridge Construction Engineer

Gentlemen:

1. De Soto Incorporated is shipping ten gallons (five 2-gallon kits) of Super Koropon to your attention as requested by Mr. Johnson. The intent is to conduct a field test using the Koropon as a tie coat and/or primer between the inorganic zinc and Enjay 5537 finish coat. Data sheets covering mixing and application are to be included with the shipment.

2. We suggest a drying time of sixteen hours or over-night be allowed for the Koropon before application of the Vinyl finish coat on the first test. We have achieved good results in the laboratory top coating the Koropon after three to four hours drying time: however, we would prefer a sixteen-hour cure for the first test and then cut back to three or four hours for subsequent tests.

3. Super Koropon is a catalyzed epoxy and the applicator should be cautioned not to allow his equipment to stand for extended periods when not in use without cleaning.

4. If you have any questions, please call.

Respectfully submitted,

Harold R. Harlan Jr., Technical Director

HARLAN ASSOCIATES, INC.

HRHJr:mp
Orig. Mr. Edward L. Hardt
1cc Mr. A. E. Johnson

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE - SAN FRANCISCO 3
CALIFORNIA

RECEIVED
MAY 2 [illegible] 1971
POR [illegible]

Form FHWA 121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(20)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7214

DATE: May 18, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Projects I-405-8(20)303 and I-405-8(22)304
Structural Painting

Attached are two Project Stage Inspection Reports for the West and East Fremont Interchanges.

The reports reflect that the contractor's painting performance shows deviations from the specifications. A great deal of study and inspection work has been devoted to this project. Harlan and Associates have been engaged to review and recommend concerning this problem.

The contractor is proceeding on your instructions. In accordance with the accepted procedures and our governing policies, deviations from specifications must be corrected, justified, changed, or a reduction in price made in accordance with sound engineering practices. We have received no supporting information which justifies a change from specifications.

Please furnish us your response concerning the above question including the justification for the change.

cc:
Region (08-00.35)
WNBryant
RWPillsbury

[illegible] 5-25-71

NOTED
TOM EDWARDS

RECEIVED
MAY 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33B cc: OSHD (A. E. Johnson)
(REV. 3-68) Region
Wash DC
Engr Coord Green

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 8	Report No. 20	County Multnomah	Division Oregon
Date of Inspection 5-13-71	Inspection Made By R. W. Pillsbury & W. H. Bryant		Project No. I-405-8(20)303
In Company With J. Garren, FHWA Reg 8; J. Howard, OSHD			
Quality of Work* See Below	Progress of Work Satisfactory	Time Elapsed 85 %	Work Completed 90 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

WEST FREMONT INTERCHANGE

INTRODUCTION

The purpose of this inspection was to review current painting procedures in the field. There have been problems recently with the inorganic zinc primer and high-build vinyl topcoat. Some of the zinc paint has been found to not have proper thickness when received at the job, although purportly the proper thickness when it left the fabrication plant. The contractor has been having difficulty placing the required thickness of vinyl paint in one coat and not having pinholes and bubbles.

The weather has been good the past several weeks and painting of the interiors of the box girders has been progressing rapidly. Unfortunately on the day of this inspection the weather had turned wet and no work was in progress. Details of the painting procedure were discussed with Mr. Howard. A field review of completed work was made and the finished work was evaluated.

BACKGROUND

The steel girders that arrive in the field have a shop coat of inorganic zinc primer. Field measurements of the Rust-Ban 191 primer indicate that it is generally 3 mils thick. Field measurements of the Rust-Ban 193 primer indicate that most of it is less than 3 mils thick with some areas less than 1/2 mil thick. Rust is showing through in some of the lighter areas and rust staining on the webs from the unpainted top flanges is common throughout.

The Resident Engineer has made a survey of all the box girder interior paint thicknesses. The RB 193 inorganic zinc paint thicknesses are shown below for a typical pair of girders.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

SW Unit #1

Mils	Grder 313 (No. of reading)	Grdr 314 (No. of readings)
2.5	0	3
2.2	2	2
2.0	9	6
1.8	6	6
1.7	1	0
1.5	4	3

The above were random readings throughout the length of the girder interior and show an average thickness of 1.8-2.0 mils.

FIELD PAINTING PROCEDURE

The first step in the field painting is to wash down the girders with a detergent wash and allow them to dry. Then the inspector marks the areas where rust is showing. The rusted areas are then cleaned with a power brush and the resulting dust is blown off. The cleaned areas are then painted with a coat of RB 193 zinc primer. The areas of rust stain are also cleaned by hand but they are not repainted. Spot repairs are made and the bolted areas painted with epoxy mastic. After a 1 to 4 day cure period for the newly placed RB 193, the girders are blown and swept clean and painted with the vinyl top coat.

The State personnel have been instructed to mark only the rusted primer areas for repainting. No effort is made to repaint any other areas regardless of how thin the coating may be. Thickness readings are occasionally taken on the repainted areas but they are for information only and are not recorded.

The vinyl is placed in one coat and is not checked for thickness. The primer has chalk marks noting its thickness and these are used with the total paint film thickness measured with a Mikrotest gage to get an idea of the thickness of the vinyl. These measurements are not recorded. The vinyl paint on this job has had a history of pinholing and blistering or bubbling. The inspectors are not objecting to the surface appearance of the vinyl although some areas had many bubbles and some pinholes.

RESULTS OF FIELD REVIEW

Measurements of the paint thickness was taken on both the completed inorganic zinc and vinyl and the inorganic zinc that has not yet been worked on. Many Mikrotest readings were taken and these were correlated to the three Tooke gage readings that were taken in each area. The results were as follows:

(more)

Unit	Zinc	Vinyl	Comments
ES Unit 2, Span 3	3/4 mils	5 mils	Mikrotest readings averaged
(RB193+ accel)	2 1/2	2 1/2	5-6 mils total thickness with
	1 1/4	6	a few as high as 8 mils
SE Unit 3	1 1/2	3 1/2	
(RB193+ accel)	1+	6	same as above
	2	5	
EW Unit 1 Span 4	3	7	Mikrotest averaged 8-9 mils
(RB191)			

In addition the vinyl in ES Unit 2 had many bubbles and some pinholes.

The vinyl in SE Unit 3 had very few bubbles - usually near the stiffeners. The vinyl in EW Unit 1 was found to be very good.

The RB193 inorganic zinc in SW Unit 1 was checked with the Mikrotest which indicated 1-2 mils. The shop inspection marks indicate 3-4 mils. On a given web section the thickness would be about 3 mils near the top longitudional stiffener and would thin to 1 1/2 mils near the bottom. Two areas were checked with the Tooke gage where the original measurements were taken. The shop mark in one case was 4 mils, the field check was 3 mils, and our reading was also 3 mils. In another location the readings were 3 1/2 - 2 - 1 1/2 mils.

CONCLUSIONS

The contract calls for 3 dry mils of inorganic zinc topped with 5 dry mils of vinyl. It is also required that the paint thickness be checked with a Tooke gage. The Special Provisions also state that "If for any reason a cured coat of a specific coating fails to test to the specified dry film thickness,... an additional coat of specific coating shall be applied. Inorganic zinc silicate painted surfaces which are damaged, faulty, or abraded shall be blast cleaned... prior to the application of the specified vinyl top coat."

In addition it is understood by the writer that the FHWA and Highway Division agreed to accept inorganic zinc with a thickness of 2 - 2 1/2 mils with a penalty and accept inorganic zinc with a coating in excess of 2 1/2 mils.

Based on our findings the vinyl top coat thickness is generally acceptable. There are areas, however, that have excessive bubbling and are not considered acceptable. The RB191 inorganic zinc is acceptable for thickness but the RB193 inorganic zinc is deficient in thickness.

In addition to the paint thickness the preparation for painting is also not according to the specifications which call for blast cleaning. The area engineer observed some power wire brushing on the East Fremont Interchange and reported that while the surfaces appeared clean it was

(more)

extremely difficult to clean corner areas near flanges and stiffeners. Many of the rusted areas are near these corners and cleaning will be hard.

RECOMMENDATIONS

1. The inorganic zinc coating should be cleaned and repainted to a full 3 mils wherever it is less than 2 mils thick.

2. All rusted areas of inorganic zinc should be cleaned by sandblasting, including areas stained by rust.

3. Care should be taken to insure the inorganic zinc has sufficiently cured to insure a good top coat.

4. The inorganic zinc should be washed with a detergent prior to placing the vinyl top coat.

5. The vinyl top coat should be placed in a smooth uniform coat substantially free of bubbles and pinholes.

6. The inspector's should measure and record paint thicknesses as required by the contract.

MAY 4 - 1971

Form E-71—2000 Sets—6-66

Laboratory number [illegible]

(Do not use this space)

7214

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Data Sheet

№ 42443

SAMPLE DATA SHEET

Type of Material PAINT

Project WEST FREMONT INTERCHANGE (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. 636·1011

Highway STADIUM FWY County MULT

Contractor A-H (Give name of contractor if work is under contract) Contract No. 7214 F. A. Project No. I/405/8(30) 303

Submitted by JOHN D. HOWARD Title RES. BR. ENG Address PORTLAND

B.P.R. Record Sample .... Control Sample .... Check Sample ....

Identification of sample: 42443 (Preferably use sample number given at top of this sheet) Sample No. 51 (Numbers for each job to begin with one)

Shipped 5-15-71 (Date) By A.E. JOHNSON (Express parcel post, freight) Approximate quantity 2qts

Sampled by JOHN HOWARD Title RES. BR. ENG. Address PORTLAND

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description VINYL MASTIC 5537 (Type, size, grade) To be used in BRIDGE (Bridge, culvert, pavement, macadam, base) construction

What particular part of work? SUPER STRUCTURE (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required ROUTINE PHYSICALS

Have qualifying tests been made for this project? Yes ✓ No

Source of sample ENJAY CHEMICAL HOUSTON, TEXAS (Original source for natural materials or company name for manufactured materials)

NOTED
A. E. JOHNSON

Date sampled 5-15-71 Sampled at JOBSITE

Has material from same source been tested previously? YES If so, give sample numbers

A42928, 42441, 42442

Quantity of material represented by this sample 400gal Quantity represented by previous samples for this project 2030gal

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement .... Course ....

Location by station numbers .... Quantity represented ....

Date laid .... Date sampled ....

Remarks: RE: BATCH #191 HO
1qt sent to lab via Mr. A.E. JOHNSON
" " " " Harold Harlan via A.E. JOHNSON
LAB # 726615
Send a this report to A.E. JOHNSON

INSTRUCTIONS:

This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Division Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

David F Hite
for JOHN D. HOWARD

RECEIVED
[illegible] 1971
FOR FILING

I-405-3(20)
7214

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE - SAN FRANCISCO, CALIFORNIA 94103
621-7245
AREA CODE 415

11 May 1971

Our File: P-5711

SPECIAL DELIVERY

State of Oregon
Department of Transportation
138 State Highway Building
Salem, Oregon 97310

Attention: Mr. A.E. Johnson, Assistant State Highway Engineer

Gentlemen:

Please find enclosed our report of even date and our Invoice No. 017517 covering the work completed to date.

Respectfully submitted,

H.R. Harlan Jr.
Harold R. Harlan Jr., Technical Director

HARLAN ASSOCIATES, INC.

HRHJr:mp
Orig. only
Enclosures

NOTED
A. E. JOHNSON

RECEIVED
MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AFFILIATIONS: National Paint, Varnish and Lacquer Association . . . Federation of Societies for Paint Technology . . . American Chemical Society . . . American Society for Testing and Materials . . . American Institute of Chemists . . . Air Pollution Control Association . . . American Oil Chemist's Society . . . Forest Products Research Society . . . International Science Foundation . . . Technical Association of the Pulp and Paper Industry . . . Registered Chemical Engineer, State of California

HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE · SAN FRANCISCO, CALIFORNIA 94103
621-7245
AREA CODE 415

11 May 1971

Our File: P-5711

SPECIAL DELIVERY

State of Oregon
Department of Transportation
138 State Highway Building
Salem, Oregon 97310

This report [illegible] the confidential property of our client. For our mutual protection, authorization for publication in any manner is reserved pending our written consent.

Attention: Mr. A.E. Johnson, Assistant State Highway Engineer

Gentlemen:

1. We offer a summary of tests and observations made to date with regard to the vinyl portion of the overall coatings problem with respect to the East and West Fremont Interchange Sections of the Fremont Bridge in Portland, Oregon.

1.1 Vinyl samples were applied by airless spray using an 0.018 tip and approximately 2500 psi pressure. The coatings were applied to Rust-Ban 193 coated steel panels previously sand-blasted to achieve a one-half mil anchor profile. The zinc was applied to a dry film thickness of 3-4 mils and self-cured at ambient conditions (52% Relative Humidity and 68-72° Fahrenheit) for 48 hours before top coating. The inorganic zinc was not post-cured. One-half of each test panel was masked during primer applications to better evaluate the effectiveness of the primer systems on primed and unprimed inorganic zinc when top coated with vinyl material.

1.2 The vinyl finish coat was applied at a metal temperature of 90-100° Fahrenheit.

1.3 Disregarding a number of preliminary tests on various tie-coats and primers over Enjay's Rust-Ban 193 and 193 without any tie-coat, one tie-coat or Primer showed excellent promise of stopping the bubbling of Enjay's 5537.

AFFILIATIONS: National Paint, Varnish and Lacquer Association . . . Federation of Societies for Paint Technology . . . American Chemical Society . . . American Society for Testing and Materials . . . American Institute of Chemists . . . Air Pollution Control Association . . . American Oil Chemist's Society . . . Forest Products Research Society . . . International Science Foundation . . . Technical Association of the Pulp and Paper Industry . . .
Registered Chemical Engineer, State of California

This report is presented as the confidential property of our clients, for our mutual protection, authorization for publication in any manner is reserved pending our written consent.

1.3.1 This is a proprietary product called "Super Koropon Fluid Resistant Spray Primer" as manufactured by De Soto, Inc., 4th and Cedar Streets, Berkeley, California, 94710, which was found to be very effective. No bubbling to trace pinholing (one or two pinholes per square foot) was achieved using Super Koropon 513-705-66 (513-706) and top coating with Enjay 5537 batch No. 1026 thinned one and one-half gallons of methyl ethyl ketone to five gallons of 5537 (as received from the West Interchange), Enjay 5537, Lot 2304G9 purchased locally, and Carboline Polyclad 936-1 Batch OHO116, no thinner added, received from the West Fremont Interchange. All unprimed (no Super Koropon) areas of panels displayed excessive bubbling and/or pinholing.

1.3.2 The Super Koropon Primer or tie-coat was applied as a wash coat without thinning to a dry film thickness of 0.7 to 1 mil, and cured 16 hours.

1.4 Enjay VM 5537, thinned with methyl ethyl ketone and applied to the following primer and/or tie coat systems developed bubbles and/or pinholes.

1.4.1 MIL-P-15328C (similar to Enjay's wash primer, blue).

1.4.2 MIL-P-15328C tie coat plus Rust-Ban VY 6520 vinyl primer.

1.4.3 Rust-Ban EX6666 Epoxy Primer.

1.4.4 — Rust-Ban VY 6520 vinyl primer (no wash primer tie coat).

2. Tests to date of our telephone conversation with Mr. Johnson of 5 May 1971 have been directed toward attempting to find a tie coat that would allow use of high build vinyl material as originally specified in the Oregon State Fremont Bridge Specifications. Super Koropon looks good in the laboratory: however, actual on-site tests obviously will be required to determine the effectiveness of the Super Koropon tie coat or primer under field conditions. We are running accelerated weathering tests to determine the long term durability and adhesion of the Koropon-Enjay 5537 system.

This report is presented as the confidential property of our client. For our mutual protection, authorization for publication in any manner is reserved pending our written consent.

5. Two possible draw-backs to the use of the Super Koropon as a tie coat or primer must be considered.

5.1 We are introducing a tie coat or primer manufactured by a second party with respect to Enjay.

5.2 The Super Koropon sets to dust-free in 15 minutes but may require 16 hours of cure time before top coating to achieve a bubble-free surface. The manufacturer's representative, Mr. Dan Miller, has indicated that top coats have been applied after 3 to 4 hours cure time but tests are in progress to prove or disprove the cure time versus bubbling effect. We do have a bubble problem with Super Koropon when top coated after one hour curing. Koropon is a two component epoxy and requires premixing before application.

6. With regard to other coating systems, to complete our vinyl investigation we intend to perform the following tests:

6.1 Apply Enjay VM 5537 to Super Koropon primed zinc coated panels, allowing three hours cure time for the Koropon.

6.2 Apply a conventional vinyl system consisting of one coat of wash primer followed by two or three coats of low solids vinyl applied at 1 to 1.5 mils per coat.

6.3 Post cure the inorganic zinc with Enjay 6851, apply one coat of wash primer tie coat and finish with one coat of Enjay VM 5537 (Mr. Don Blue of Enjay called today and indicated their laboratory tests were based on such a system and they achieved good results).

7. Application of High Build Vinyl Systems by Hot Spray should also be considered and we have made preliminary arrangements to evaluate application of Enjay 5537 by Hot Spray, if desired.

8. We have on hand five gallons of Enjay VM 5537, Batch 3E016, which we will use in our tests. Mr. Blue has stated that not all of the required 5537 has been manufactured. He also indicated that 5,000 gallons of 5537 have been made and 7,500 gallons are in process.

This report is presented as the confidential property of our clients. For our mutual protection, authorization for publication in any manner is reserved pending our written consent.

9. With regard to Enjay VM 5537, in our opinion, a minimum shelf life of one year is the normal industry standard. The excessive bodying of Enjay VM 5537 on storage necessitating excessive thinning with methyl ethyl ketone (one and one-half gallons per five gallons of product) defeats the purpose of the specification with regard to volume solids and increases the bubbling effect on application.

10. We anticipate completing tests outlined in paragraphs 6.1, 6.2 and 6.3 by the afternoon of 13 May 1971 and will call Mr. Johnson unless we are advised otherwise.

Respectfully submitted,

H. R. Harlan Jr.

Harold R. Harlan Jr., Technical Director

HARLAN ASSOCIATES, INC.

HRHJr:mp
Orig. & 2cc

Samples pertaining to this report will be discarded 30 days from date of this report, unless otherwise advised.

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MAY 27 1971

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HARLAN *Associates, Inc.*
PAINT RESEARCH LABORATORY
11 DUBOCE AVENUE • SAN FRANCISCO, CALIFORNIA 94103
621-7245
AREA CODE 415

TO: Oregon State Highway Department
138 State Highway Building
Salem, Oregon 97310

DATE: 11 May 1971

INVOICE NO:017517

This invoice covers work completed to date with regard to Jobsite inspections and preliminary evaluation tests with regard to bubbling and/or pinholing of High Build Vinyl Mastic applied to fresh (48 hours old) inorganic zinc:

Jobsite inspections (4 days @ $400.00/day):	$1600.00
Travel and living expenses:	342.00
Laboratory tests, summations and report of even date 60 hours @ $40.00/hour:	2400.00
Miscellaneous	50.00
	$4392.00

Approved 5-26-71
Asst. State Hwy. Engr.

Our File: P-5711
HRHJr:mp
Orig. & 2cc

Charge to:

626-1011-900	$1,634.00
626-1017-900	1,634.00
626-1013-900	1,124.00
Total	$4,392.00

Orig. and 2 cys. to Accounting
cys. to Ed Hardt
John Howard
Bob Shotwell
Bob Cunningham
A. E. Johnson

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MAY 1[illegible] 1971
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**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION
5821 N. E. Glisan
Portland, Oregon 97213 Phone 229-6971

May 7, 1971

I-1[illegible]

7214

ANDERSON-HANNAN JOINT VENTURERS
Box 13367
Portland, Oregon 97213

Attention: Mr. R. S. Everett

Dear Mr. Everett:

Re: West Fremont Interchange
Contract No. 7214

Your letter of April 26, 1971 addressed to Mr. Tom Edwards, refers to a shipment of structural steel from Vancouver, B.C. which was "red-tagged" by PTL because of unacceptable zinc paint. You have created several impressions in this letter which are not factual which I would like to clarify.

You mentioned several combinations of zinc primer, zinc dust, and accelerator which Canron used on the steel involved. This was the reason for the PTL rejection as these procedures were not approved. You passed this off with the statement that "All these procedures were approved by the OSHD and PTL had not been informed of this approval prior to shipment."

The fact of the matter is that the only change in zinc painting procedure approved by the OSHD was for the substitution of RB193 for RB191 with RB6851 accelerator to be added. The procedure of mixing the various components has never been approved.

Your letter closes with the statement "We feel sure that you will now agree with us that PTL's paint rejection was in the main due to a delay in communication between OSHD and PTL of approvals given by OSHD." On September 15, 1970, Mr. B. T. Lawry informally requested the OSHD to allow RB193 to be substituted for RB191. A decision regarding this request was deferred pending (1) a formal request by the prime contractor (Anderson-Hannan); (2) testing by the OSHD laboratory and (3) receipt of certification of RB193 from Enjay. On October 8, 1970, said certification was hand-delivered

NOTED
TOM EDWARDS

to Mr. Merchant. On the same day a letter was sent to your firm approving this change. A copy of this letter is attached for your reference. You will note that copies were sent to PTL's office in Portland and Vancouver. You can see that it would not be possible to have a communication gap when the prime contractor, fabricator and inspection agency were informed of the change by the same writing.

The reason for the "red-tagging" was that Canron was using other than approved procedures during the time the RB193 change request was being processed. Some of these procedures never were approved, nor was approval ever applied for.

COPY

Yours very truly,

R. L. Schroeder
Metropolitan Engineer

By

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:slh

Enc

bcc Tom Edwards (w/enc)
A. E. Johnson (w/enc)
Ivan Merchant (w/enc)
John Howard (w/enc)

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

October 8, 1970

ANDERSON-HANNAN JOINT VENTURES
1626 N. W. 16th
Portland, Oregon 97209

Re: West Fremont Interchange
Contract No. 7214

Gentlemen:

Mr. Terry Lawry of Canron, Ltd. this date hand delivered to us a copy of a letter dated September 25, from Enjay Chemical Company which certified to the qualities of RUST-BAN 193 paint. The purpose of this letter is to inform you that this paint has been approved for use on the West Fremont project, Contract No. 7214, in place of RUST-BAN 191. RUST-BAN accelerator 6851 must be used in conjunction with RUST-BAN 193.

A Price Agreement will be processed documenting this change stipulating that there will be no additional cost to the Oregon State Highway Division.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: Canron, Ltd.
Ken Peterson, PTL
Don Scott, PTL
Ivan Merchant, OSHD
John Howard, OSHD

RECEIVED
MAY 6 1971

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
May 5, 1971
Salem, Oregon

SUBJECT: East and West Interchanges
Paint Problems

To: MEMO TO FILE

An "on-site" meeting was held on May 4 at 1 p.m. The first portion of the meeting was at the West Fremont Interchange Project. Those present were:

For Oregon State Highway Division

A. E. Johnson
I. D. Merchant
Ed Hardt
Al Rear
Ed Rief
Bob Cunningham
John Howard
Bob Shotwell
Chas. Lobaugh
Glenn Wood

For Canron Company

B. T. Lawry
J. G. Smith (Can Test Co.)

For Andersen-Hannan

Ralph Hannan
John Creider, Jr. (Paint Subcontractor)

For Drake-Willamette (East Fremont Project)

Bill Bugge
Jack Grey
Ron Owens (Paint Subcontractor's Supt.)

For Enjay Co.

Don Blue
Leonard Grover

Mr. Lawry showed us some rusted areas in the beams above Pier 2 which he claimed could be satisfactorily repaired with wire brushing. He tried this with a copper wire hand brush. Examination by Ed Rief and me showed there was rust remaining.

Mr. Lawry then demonstrated the use of a power steel brush on several areas--both on flat surfaces and on weld areas. This method provided what I and others considered a satisfactory method of rust removal provided there is enough profile for adhesion, and Don Blue assured us there was and that this was an acceptable method of repair.

The group then went to the East Fremont Project to view the interior of beams being repaired there. The extent of rust was far greater at this location than at the West Fremont Project, and Mr. Lawry was extremely surprised at the extent of rust. The particular beam viewed was one on which R. B. 193 was first used.

It was the opinion of Mr. Ron Owens and Mr. Lawry that sandblasting was the only practical way to repair beams with the amount of rust shown on this beam.

After the above inspections and demonstrations, it was agreed the following procedures would be followed:

On the interior of beams showing extensive rust, sandblasting would be used if in the opinion of the painting subcontractor it would be a better procedure from a cost standpoint. It was agreed that a "sweep blast" would be used first and additional sandblasting in any area requiring further rust removal. On the interior of beams with a nominal amount of rust, removal by power brushing would be permitted using the following procedures:

A. The beams shall be washed down with detergents and pressure water in accordance with specifications.

B. The rusted areas will be marked by State inspectors and these areas power wire-brushed and repainted with zinc primer.

C. Prior to applying the vinyl, the cadmium-plated bolts shall be coated with epoxy paint in accordance with current agreements with the contractors.

D. Prior to applying the vinyl, any loose material on rust-stained areas will be removed by hand wire brush and the vinyl applied. Loose material will be indicated if when rubbing a hand over an area, material is dislodged or indicated on the palm of one's hand.

E. The black bolts installed by Canron at the bottom of the diaphrams, if showing rust, shall be wire-brushed and painted with epoxy paint similar to the cadmium bolts.

In the above sequence of operations, items B--power brushing and recoating with zinc-- and D--removing loose material on rust-stained areas--will be considered "repair items" and costs of these items will be kept by the contractor and the State. In this cost-keeping, the two items shall be listed separately.

It was agreed that I would come to Portland Monday, May 10, and further inspection would be made to observe adhesion of the zinc.

A. E. Johnson ms

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms

cc Andersen-Hannan
Drake-Willamette
B. T. Lawry - Canron Co.
D. R. Blue - Enjay Chemical Co.
Harold Harlan, Jr. - Harlan Associates

Tom Edwards
I. D. Merchant
R. L. Schroeder
John Howard
Robt. Shotwell
Ed Rief

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MAY 10 1971
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1859

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan   Portland, Oregon 97213   Phone 229-6971

I-1165-8(26)[illegible]
7214

May 3, 1971

Anderson-Hannan
3427 NE Halsey Street
Portland, Oregon 97213

NOTED
A. E. JOHNSON

ATTENTION: Mr. R. S. Everett

Re: West Fremont Interchange
Contract No. 7214

Gentlemen:

Please refer to your letter of April 26, written to Mr. John Howard which confirms things discussed on the West Fremont Project on April 26.

You state under item 1-b that the decision was made to "Remove superficial rust stains by light sandblast" if sandblasting is being used for removal of rust. This is a decision that, to the best of my knowledge, was not concurred in by the Highway Division.

It is our observation that the bulk of the sandblasting being done is for rust stain removal which is not a requirement of the State. We have found it satisfactory to remove the loose products of staining by wire brushing. This not only eliminates much of the expensive sandblasting but also eliminates the need to repaint the sanblasted area.

If, in your judgment you feel it is best, considering the overall cleanup problem, to remove rust staining by sandblasting, the State has no objection. However, the record should show that rust stain removal by sandblasting is not a Highway Division requirement.

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:pb
cc: A. E. Johnson
Ivan Merchant
John Howard
Robert Shotwell w/attach.

RECEIVED
1 - 1971
FOR FILING
[illegible]
7214

May 3, 1971

Mr. R. S. Everett
Andersen-Hannan
Post Office Box 13367
Portland, Oregon 97213

Dear Mr. Everett:

Re: West Fremont Interchange
Contract No. 7214
Your Ref. A-H 6G-001

Reference is made to your April 27 letter concerning the subject project.

We have directed you to repair the inorganic zinc paint and to keep a record of all costs involved.

We have employed Marlan Associates, Inc. of San Francisco to investigate the paint situation and are awaiting their report. We will welcome any evidence from you pertaining to loss of inorganic zinc paint.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ma
cc R. L. Porter
Tom Edwards
I. D. Merchant/att
R. L. Schroeder/att

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367 PORTLAND, OREGON 97213 ▪ PHONES: 235-8661 , 777-1401

27 April 1971

A-H Job #G-001

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Deputy State Highway Engineer

Reference: West Fremont Interchange - Contract No. 7214

Dear Sirs:

We have received a copy letter dated 16 April 1970 addressed to ourselves and Drake-Willamette concerning investigations you have made of the paint situation.

Your investigations show what we have previously stated to you, that the structural steel paint system specified for this job does not work in the conditions encountered here in the Pacific Northwest. All specified painting procedures were followed and we have yet to find evidence that this was not so.

Pending further investigations by the OSHD, we are currently effecting repairs in the field under your direction and recording the costs on a force account basis. We do not intend to carry out repairs over an extended time period without a firm commitment as to responsibility and we request you do all that you can to bring this matter to a head.

Yours very truly,

ANDERSEN-HANNAN

R S Everett

R. S. Everett

RECEIVED
APR 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

G/
Reply draft

RSE:hr

FORM 2-30

7714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1971

To: MEMO TO FILE

SUBJECT: East and West Fremont Interchanges

On Friday, April 30, Tom Edwards and the writer met with R. E. Grant, Drake-Willamette; H. A. Andersen, Andersen-Hannan; P. G. Higgins and B. T. Lawry, Canron Company; D. R. Blue, Enjay Chemical Company; and J. G. Smith, Can Test, Ltd. This meeting was at the request of the contractors for the East and West Fremont Interchanges to discuss problems in connection with paint on both projects.

B. T. Lawry presented the following:

(1) He stated that Can Test people have tested paint thicknesses on steel in Portland and provide the information that paint film readings by Oregon State Highway personnel run from 1/2 to1-1/2 mils less than readings by Can Test people.

(2) He feels that unnecessary expense is being incurred in sand blasting of stained areas and that stained areas require only washing off. He stated that the secondary effects of sand blasting are very large.

(3) Canron has hired Can Test to do research work in connection with paint deficiencies and the State has hired Harlan Associates. Mr. Lawry feel the two companies should be working together and suggests that if they disagree and a third company is required, he would be willing to pay for one half the cost for services of a third consultant.

(4) He stated that Can Test has indicated the zinc primer is a sacrificial paint and should lose thickness but that neither Can Test nor Enjay know the exact extent of paint loss.

(5) Mr. Lawry presented a copy of a report by Can Test and of his letter of transmittal to the general contractors.

Mr. Edwards stated that his prime concern was to have corrective work done on the interior of the beams in order that they could be painted and the contractor proceed with the job of forming and pouring deck. It is our desire to eliminate any rust on the beams, to eliminate loose material on stains, to repair the paint where sand blasted, and to apply the vinyl without additional paint readings. He agreed that readings by various inspectors should correlate and if necessay a school for the use of the Tooke Gauge should be held.

Mr. Edwards stated that we are telling the contractor to clean and repair the painted surfaces on the steel, and if the contractor put it on and it is not there now, we will pick up the costs of repair. If, on the other hand, evidence shows that there is no appreciable deterioration in great quantities of the zinc paint, we will look to the cost of the repairs to be borne by others. Mr. Lawry indicated that his interest was to do the cleanup work on a sensible level.

It was basically agreed by all that it is necessary to remove rust, and it was pointed out that we had agreed to observe the use of power brushes and needle guns for the removal of rust and arrangements were made to observe these procedures on Tuesday, May 4, on the West Fremont Interchange project.

Mr. Edwards advised Mr. Lawry that after he gets a full report from Can Test and we get our report from Harlan Associates, we can sit down and analyze both reports and if it is necessary we will obtain the services of a referee.

Mr. Edwards stated that the following would be done:

(1) Remove loose material only from stain.

(2) On-site meeting of all personnel shall be held to determine the condition referred to as "loose material". In other words, to determine what is "loose material".

(3) As soon as Harlan issues a report re paint characteristics, a meeting between Harlan, Canron, Can Test, and Enjay shall be held to resolve the problem. Additional consultants shall be brought in to resolve differences, if any.

AE Johnson

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc Tom Edwards/att
I. D. Merchant/att
R. L. Schroeder/att
John Howard/att
Robert Shotwell/att

RECEIVED
MAY 3 - 1971
FORM E-20

[illegible]
1214

OTED
R. L ORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1971

To: MEMO TO THE FILE

SUBJECT: Conference with Andersen-Hannan Co.
and Drake-Willamette Co.
Paint Problems, et cetera
West Fremont Interchange
East Fremont Interchange

On the morning of April 23, 1971, a meeting was held in Tom Edwards' office at the request of Mr. Andersen of Andersen-Hannan Company to discuss painting problems and other problems in connection with the subject projects.

Attending this meeting for the State were Mr. Tom Edwards and Mr. A. E. Johnson; and for the contractors, Mr. H. A. Andersen and Mr. Henry Hannan of Andersen-Hannan Company, and Mr. Frank Drake and Mr. R. E. Grant of Drake-Willamette Company.

The contractors, primarily through Mr. Andersen and Mr. Drake, reiterated that they felt the responsibility for the lack of zinc primer on the structural steel arriving in Portland was the State's and based this contention on the fact that the State specified the type of paint, the paint met the specifications, and the paint was furnished by a manufacturer approved by the State.

After considerable discussion with the contractors along these lines, Mr. Edwards stated the following points:

1. The Rustban 191 originally used was certified by the paint manufacturer, which manufacturer was selected by the steel fabricator.

2. Our records of paint tests at the Portland delivery site indicated that all shipments of steel painted with Rustban 191 through September 1970 were acceptable.

3. Canron Company requested on September 15, 1970, to change from Rustban 191 to Rustban 193 and cited reasons for the change as problems with 191 in curing times as well as adhesion to surface profile. It

was evident that Canron Company was encountering trouble due to weather and for details on this, reference is made to Item No. 6, "Discussion", of the notes concerning the recent failures of Rustban 191 painted Fremont components by Mr. B. T. Lowry, September 14, 1970.

4. The requested change to Rustban 193 was approved on October 8, 1970.

5. Between October 8, 1970, and March 1, 1971, only one shipment of structural steel was received which was satisfactory on arrival in Portland. This shipment was painted experimentally using Rustban 191 with various other materials.

6. It is noted that on March 1, 1971, Canron Company established a quality control procedure.

7. Shipments since March 1 appear to meet specifications.

8. Pittsburgh Testing Laboratories insist paint was applied to specifications, although there is no documentation of readings.

Mr. Edwards stated that based on the above and on his visual inspection of structural steel in Portland, he had no alternative but to believe that painting done during the winter months resulted in a poor job. He again reiterated that he expected the contractors to do the necessary repair work on the steel at Portland and suggested that in his opinion at this time, they should assume that the responsibility would be Canron's, taking account of this in their payments to Canron. He stated he was aware of the possibility of a lawsuit by Canron evolving from this, but had no alternative at the present time.

He advised those present that on the completion of work by Harlan Associates, Inc., a further decision would be made to be based on the report we received from that company.

The question of vinyl paint was brought up and Mr. Andersen presented a summary of the testing activities that have been performed on the West Fremont Interchange Project since April 19.

A telephone conversation was held with Mr. Harold Harlan, Jr., of Harlan Associates, Inc., in San Francisco, who advised us that he would not have a report on the inorganic zinc primer for three to six weeks from when he started a week or week and one-half ago. He stated he expected to have some information on vinyl paint in about four more days.

Mr. Edwards advised the group that we will not assume responsibility for vinyl at the present time. He will look at testing and available reports and hopefully arrive at a decision during the coming week regarding painting the exterior of beams.

Mr. Harlan indicated he had obtained weather reports from Vancouver, B.C. for the winter period and we advised we would obtain weather information for the Portland area for the same period.

Mr. Edwards advised Mr. Harlan that we need to know what to do in the application of vinyl. We would like to know if other name brands of vinyl paint are compatible with the inorganic zinc on the structural steel, namely carbolene and mobile materials. He stated we are not stuck on a one-coat job, but are interested in knowing the best and the most reasonable way to obtain the desired paint job.

The question of repairs to the insides of the beams was discussed and Mr. Edwards stated we would require rust to be removed, loose material on rust stains would be removed by wire brushing or brush blasting at the contractor's option, and blasted areas would be repainted with zinc. He stated we would not require repainting areas with zinc coverage.

Items also brought up by the contractor and disposition included:

1. Sidewalk replacement: Mr. Andersen said the State is asking for additional sidewalk replacement over and above that specified in the contract. Mr. Edwards ruled we would require the contract amount at bid price and would enter into price agreement negotiations for anything additional.

2. Area grading work: Mr. Andersen stated plans required site grading (under structures) but made no mention of importing material. We will negotiate a price agreement for the additional material.

3. Mr. Grant presented a deck pouring schedule problem, and it was agreed that we would have the Bridge Department examine deflections and determine if the desired sequence of pours can be made.

A. E. Johnson

A. E. Johnson
Assistant State Highway Engineer

AEJ:sr

cc: R. L. Porter ✓
Tom Edwards
Ivan Merchant
R. L. Schroeder

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[illegible]
A. E. JOHNSON

A. E. Johnson
Assistant State Highway Engineer

AEJ:sr

cc: R. L. Porter ✓
Tom Edwards
Ivan Merchant
R. L. Schroeder

RECEIVED
[illegible] 1971

FOR FILING

I-405-8(20) [illegible]
7214

NOTED
A. E. JOHNSON
Johnson

CANRON LTD.
145 W. 1st Ave.
Vancouver 10, B.C.

30 April 1971

4900/5000/4

Drake-Willamette Joint Venture
1201 N. Loring
Portland, Oregon 97227
Attention: Mr. W. A. Bugge

Andersen-Hannan Joint Venture
3427 N.E. Halsey Street
Portland, Oregon 97213
Attention: Mr. Ralph Hannan

Dear Sirs:

Inorganic Zinc Primer
Fremont Interchanges

Attached please find a copy of a report provided to us by our consultants, Can Test Ltd. This report covers two major aspects of the problem with the primer, namely paint thickness measurement and remedial work presently underway.

In regard to the issues, it is the considered technical opinion of our consultant that Tooke gauge readings made by the OSHD are low to an extent ranging from a half to one and a half mils. This we consider is the result of the subjective nature of the instrument when used to measure the rough cut made in the inorganic zinc primer and which can be readily demonstrated by comparison with a smooth cut made through an organic zinc film. The value of current misreadings can readily be demonstrated by comparison with a properly calibrated Elcometer or Microtest gauge.

In regard to the latter, our consultant finds that far more remedial work than is necessary is being performed, largely due to local failure to properly differentiate between rust staining and corrosion.

Rust staining was inevitable and forecastable as a result of the OSHD decision to leave surfaces in contact with concrete unpainted. Both our consultant and

NOTED
TOM EDWARDS

our paint supplier state categorically that such staining is not detrimental to topcoat adhesion or primer performance providced that surface contaminants are pressure-wash removed, which process is a general requirement of the specification prior to vinyl application. However, the current remedial work is revolving around an instruction OSHD to Drake-Willamette of April 16 to "remove" such staining, leading to extensive sandblasting in situ. This is unnecessary and leads to extensive secondary damage to the coated surface in adjacent areas.

It is our opinion, supported by our consultant and supplier, that remedial work of stained areas requires no more than light wire brushing followed by a pressure wash. Work of a more extensive nature presently underway is wasteful and unwarranted. The major part of the surface discoloration is, in fact, staining, not any form of corrosion.

We consider it most important that these problems be resolved immediately between Harlan and Associates and our consultant - if necessary, we will agree to the selection of a third expert by these two companies and agree to abide by any decisions at which they may collectively arrive. We cannot over-emphasize our fears as to the extent of wasteful expense which is being and will be incurred as a result of a lack of a full understanding of some of the parameters involved.

CANRON LTD.
Western Bridge Division

Yours very truly,

B. T. Lawry, Professional Engineer
Project Manager

REPORT ON PAINT INVESTIGATION

File No. 1063 A

Report No. 18

Date 30 April 1971

Reported to: Canron Ltd.
Foot of Byrne
Burnaby, B.C.
Attention: Mr. T. Lawry
Project Manager

Further to our previous reports, meetings, plant and jobsite visit, concluded on 29 April 1971 at Portland, Oregon, we report as follows:

A. Condition of Painted Steel Structures at Jobsite

Observations:

Visual observations made of painted steel girders at the jobsite showed the following conditions to exist:

1) Many painted areas exhibited evidence of "rust staining". This staining is atributed to iron salts and/or precipitated iron originating from atmospheric corrosion of uncoated areas of the steel bridge. (Uncoated areas where those studded flat areas on the girders which are to be placed adjacent to the concrete, job specifications require these areas to be left uncoated). This staining was the result of steel corrosion products being washed from the uncoated areas by rain and/or condensation, and their subsequent deposition onto the painted areas.

2) There were isolated areas of "speckled" rusting on the painted surfaces. These speckles were the result of steel particles being imbedded into the surface of the paint film.at the time of original painting by "shot blast".

3) **A few areas of "speckled" rusting were evident, but in this case** the rusting was attributed to inadequate paint coverage.

4) A few isolated areas also showed "rusting" due to a definite lack of paint coating.

5) Uncoated steel as required by the job specifications.

Remarks

1a) Staining or discoloration as described in Section A1 was assessed as being by far the most predominant staining of the painted surfaces. In our opinion, such staining was inevitable and forcastable under local weather conditions, when areas of the steel were left uncoated in accordance with job specifications. However, this type of staining, or discoloration, was not considered to be serious since pressure hosing with the use of detergents will render such surface areas satisfactory for final coating with vinyl paint. The paint manufacturer's specifications recommend this cleaning proceedure for such stained areas.

2a & 3a) Visual differentiation between staining caused by A2) and A3) as described above was difficult and it is suggested that the best manner to differentiate these stains is to measure film thicknesses. Areas stained as described in A2) may be prepared for final coating with wire brushing and pressure hosing to remove all loose particles and surface contaminants. Areas stained as described in A3) should be pressure hosed with the aid of detergents and reprimed in accordance with the paint manufacturer's recommendations.

4a) Areas exhibiting rusting as described A4 should have their surfaces prepared for the application of a coating with R.B. 193 in accordance with the job specification and paint manufacturer's recommendation.

5a) No action required insofar as painting is concerned.

We have been informed by Canron Ltd that sandblasting is being carried out for touch up and cleaning of stains. In our opinion, this practice is questionable because of the possibility of damaging surrounding areas of acceptable paint. Further, it is noted that the paint manufacturer has recommended mechanical cleaning for such areas.

B. Differences in Film Thicknesses as Reported by Various Inspectors

We were informed by Canron, Ltd. that there were differences in reported film thickness measurements of applied inorganic zinc coatings as made by Canron and by agents of the Owners. In an attempt to ascertain true film thicknesses, we conducted the following series of measurements. (see our report No. 4 dated 3/9/71) Our laboratory carried out film thickness measurements using

a) Tooke Gauge
b) Elcometer
c) Micometer

and ascertained that if proper care were exercised both the Tooke Gauge and Elcometer measurements agreed with the absolute measurements made of coating thicknesses with the air of a micrometer which may be considered to be accurate.

Subsequently on March 23, 1971, our representatives attended at the jobsite and made film thickness measurements of several girders. During this visit, we noted and recorded approximately 150 film thickness measurements using both the

Elcometer and Tooke Gauge. At this time we noted our thickness measurements were between 0.5 to 1.5 mils greater than the measurements numerically serialized and marked on girders stored at the site.

On April 29, 1971, we revisited the jobsite and checked five girders at various points using the Elcometer and Tooke Gauge. Readings taken at this time agreed with the values obtained by us during our previous visit.

In view of the above technical considerations, it is our firm opinion that the measurement of paint film thicknesses as noted by other inspectors are lower than the actual thicknesses. Further, we would suggest that the Owners are considering film thicknesses approximately 0.5 to 1.5 mils lower than actually exists.

In an attempt to account for and explain the differences in film thickness measurements, we would make the following observations:

a) Tooke Gauge measurements of inorganic zinc coatings create the necessity for a subjective analysis of readings. The degree of which becomes increasingly significant as the film ages because aged films tent to harden and become more brittle with the passage of time. Tooke Gauge measurements require cutting of the film with a designated blade. Therefore, when brittle coatings are encountered chipping of the film during cutting occurs at both the interface of the coating with the steel and also at the surface of the film. Hence, when measurements of the cut film are taken, allowances must be made for chipping.

b) Errors ;in measurements as described above become quite evident when other instruments such as a microtest and elcometer are used. (both instruments utilize magnetism for measuring).

c) Meaningful thickness measurements can be made by the Tooke Gauge on aged inorganic zinc coatings only if the operator has a thorough understanding of the subjective nature of the instrument readings; is well versed and experienced in viewing through the magnifying eye piece and is fully cognizant of what he sees.

d) To achieve true thickness readings, we would suggest the use of an eltometer and/or a microtest gauge by technicians who thoroughly understand the necessity for and proceedures of proper calibration. (see attached appendix for further detail)

C Conclusions

In view of observations as detailed in A and B above, we feel that a great deal of confusion exists in the matter of film thickness and rust staining. We would therefore recommend that Canron Ltd. endeavor to clarify with the Owner all aspects concerning these problems as soon as possible.

Specifically, we would recommend that Canron Ltd. approach the Owners to establish appropriate action for the following:

a) Removal of rust stains or discoloration from surface of painted areas.- Normally, the manufacturer's recommendations should be followed.

b) Agreement between all parties concerned as to the method of film thickness measurements.

c) Agreement between all parties as to existing coating thickness and touch up requirements. We would suggest that this probably could be most readily resolved if we, as your consultants, could meet with the consultants for the Owners and make measurements and assessments together. For any reason, should agreement not be possible, then a third party could be called in.

d) We would also point out that inorganic zinc coatings are sacrificial in nature, therefore it is reasonable to assume that there has been some loss of coating thickness due to natural corrosion protection of the steel.

CAN TEST LTD.

J. G. Smith

APPENDIX

Considerations in making film thickness readings with a Tooke Gauge when brittle coatings are encountered.

Examination of the attached sketch indicates four places where chipping of the film may occur during cutting. Naturally, the more brittle is the film, the greater will be the degree of chipping. Chipping of the film may lead to either high or low results as indicated by the dimensions designated on the sketch, ie, dimensions A, B, C, D, and E must be considered.

When sightings are made through the eyepiece of this instrument, chipping as described above results in the operator viewing jagged edges. This requires the operator to use judgment during readings. For this he should have a thorough understanding of the instrument and of all characteristics of the coating.

Dimension A

Readings result in true thickness values.

Dimension B

Readings results in too high values.

Dimension C

Readings may either be too low or too high, depending on chip size.

Dimension D

Readings will be too low.

Dimension E

Readings will be too low.

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Dimension E

Readings will be too low.

Notes:

The attached sketch does not allow for variation of readings due to depth of profile of base metal.

To demonstrate the effect of brittle coatings on thichness readings obtained with the Tooke Gauge speciman panels may be prepared using organic zinc, Tooke cuts and readings may then be compared with those taken on girders at the jobsite.

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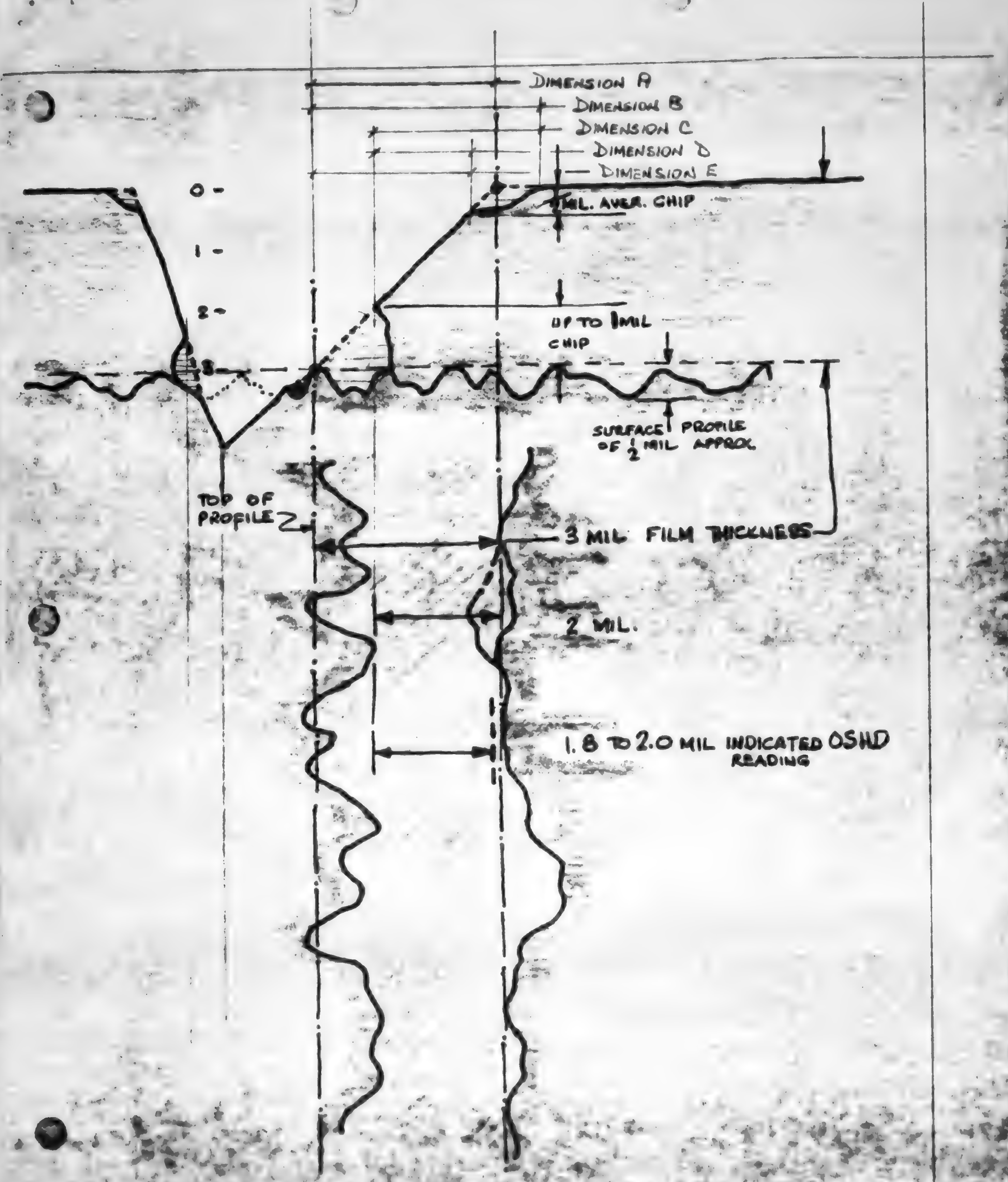
DIMENSION A
DIMENSION B
DIMENSION C
DIMENSION D
DIMENSION E
0 -
1 -
2 -
3
1 MIL. AVER. CHIP
UP TO 1MIL CHIP
SURFACE PROFILE OF 1/2 MIL APPROX
TOP OF PROFILE
3 MIL FILM THICKNESS
2 MIL.
1.8 TO 2.0 MIL INDICATED OSHD READING

#1 - remove loose material only from stain

#2. On site meeting of all personnel shall be held to determine the condition referred to as "loose material" In other words to determine what is "loose material"

#3 As soon as Harlan issues report re paint characteristics a meeting between Harlan, Canron, Cantest, and Enjay shall be held to resolve problem Additional consultants shall be brought in to resolve differences if any.

4/30/71

FORM E-50-X

FOR FILING

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7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1971

SUBJECT: Reworking of Link Supports
East and West Fremont Intchgs.
Contracts 7214 and 7310

To:

Mr. R. L. Schroeder
Metropolitan Engineer

METRO

Attention Mr. Edward L. Hardt
Metro Bridge Const. Engr.

NOTED
A. L. [illegible]

On Tuesday, April 27, 1971, Mr. Nitkin of Canron, was in the office to discuss corrective procedures at the link supports on the East and West Fremont Interchanges. Alterations will be necessary to a number of the link supports where improperly bent plates were used in the connections.

Canron is proposing two methods for reworking the front link support connections depending on access. Where conditions will not permit working access to the joint side of the diaphragm, they are proposing the following procedures:

1. Remove existing bent plates from the back side of the diaphragm.

2. Reinforce the bent plate on the front side of the diaphragm with weld metal.

3. Install split collars as replacements for the bent plates on the back side of the diaphragm.

Where there is working access to both sides of the diaphragm, the bent plates will be removed one side at a time and replaced with collar plates on both the front and back faces. At the rear link support connection on East Fremont Canron proposes to gouge off the existing bent plates one at a time and replace them with new angles. On the West side the rear link support connections are bolted to the diaphragm. Here a different procedure will have to be developed since the bent plates cannot be removed one at a time. The reworking procedures here are under study by Canron.

Mr. Merchant gave tentative approval of the basic procedures proposed by Canron for reworking the link support connections. Final approval is contingent on the submittal and review of detail shop drawings both by Howard, Needles, Tammen & Bergendoff and this office.

Please keep the contractors on the two units advised of the status of the proposed link support corrective work. All repairs are to be made at no cost to the State.

Walter J. Hart
Bridge Administration Engineer

WJH:dh

cc M. J. Kopets
A. E. Johnson
Robert Shotwell
John Howard

RECEIVED
APR 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

FOR FILING

I-405-[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon,
April 28, 1971

SUBJECT:

To: MEMO TO THE FILE

On April 26, 1971, a meeting was held in Mr. John Howard's field office with representatives of Andersen-Hannan Company and the State Highway Division. Attending for Andersen-Hannan were Mr. H. A. Andersen, Mr. Henry Hannan, Mr. Ralph Hannan and Mr. Everett; and for the Highway Division were Mr. Ivan Merchant, Mr. Ed Hardt, Mr. John Howard, Mr. Robert Shotwell, Mr. Glen Wood and Mr. A. E. Johnson.

A discussion was held on procedures for repairing and painting the insides of beams, and it was reiterated that the following would apply:

We desire to sandblast the rusted areas only and remove any loose material from rust-stained areas. We will require that sandblasted areas be repainted with zinc; and if the contractor elects to sandblast the rust stain off, these areas also will be painted.

We indicated that is was apparent that the longer the inorganic zinc cured, the less chance we had for bubbling of vinyl; and therefore, it was desirable to proceed with repair and application of new inorganic zinc as rapidly as possible in order to obtain ample curing time.

The contractor was advised that if only 24 hours of curing time were obtained on the zinc, he would be expected to proceed with the application of vinyl.

We also advised the contractor that we desire to wash those areas where the zinc is sound and to proceed with the application of vinyl, disregarding the bubbling effect. However, it was also indicated that both the application of inorganic zinc and vinyl are subject to weather conditions, namely nonrain.

The question of painting the outsides of the structural beams was brought up. We were not able to offer a decision regarding this and must delay a decision pending study by our consultant and the contractor's paint companies.

The elimination of the Johnson Street ramps was discussed, and it was indicated that the contractor's local forces had been advised verbally that the ramps would remain and their elimination would be removed from the contract. State forces were advised to immediately issue a letter to the contractor to substantiate this and to advise him of specific details. The contractor indicated there would be some complications regarding signing and guardrail installation if the ramps were to remain.

The contractor questioned sidewalk replacement, stating he had been requested by the Resident Engineer to replace sidewalks in addition to those specified by the contract. The Resident Engineer was instructed to prepare a price agreement for sidewalk replacement over and above the contract amount, and the contractor was requested to furnish a price and justification. The contractor suggested that elimination of all sidewalk replacement from the contract might be a possibility, and he was advised that we would consider this.

The contractor asked about importing fill material for grading of areas underneath structures. The contract provides for area grading and apparently was based on a balanced situation within a given block. Because of removal of concrete basement structures, et cetera, there is not enough material to grade the area as required. The contractor has been requested to import fill material at embankment bid prices. The Resident Engineer was instructed to negotiate with the contractor and prepare a price agreement for such imported fill material.

The contractor questioned the item for demolition of the present building being used as the Resident Engineer's office. It was indicated that it is desirable to leave this building for the State Resident Engineer's use on the upcoming contract and we will entertain a price agreement with the contractor for the elimination of the demolition of this building.

Following this meeting, an inspection of sandblasting operations on the Fremont Bridge was made, and it was noted that it is difficult for the operators of sandblasting equipment to distinguish the difference between rust and stain. The painting subcontractor offered the opinion that if he sandblasted just the rusted areas and steel brushed the stained areas by hand, he questioned any savings over removing rust stains by "brush blasting".

Mr. Ralph Hannan expressed the opinion given him by paint manufacturers that rust cannot be removed by steel brushes and that a copper brush, at least, would be required; and this would be difficult. He was offered the information that there is a piece of equipment known as a needle gun which does not use sand or steel pellets, but is a series of air-driven needles built for the removal of rust. The contractor was encouraged to obtain one and try it. We were told that this would be done and in the event that such equipment is successful in removing rust, it would eliminate the problem of sand cleanup.

A E Johnson
A. E. Johnson
Assistant State Highway Engineer

AEJ:sr

cc: R. L. Porter
Tom Edwards
Ivan Merchant
R. L. Schroeder
John Howard
Robert Shotwell

cy Anderson, Hannan Co.
Drake - Willamette Co.
Cannon Co
4-30-71

ANDERSEN-HANNAN
A JOINT VENTURE
BOX 13367
PORTLAND, OREGON 97213

April 26, 1971

Oregon State Highway Dept.
Sixteenth & Savier Streets
Portland, ORegon 97209

Re: West Fremont Interchange
Contract No. 7214

Dear Sir:

I have instructed Industrial Painting and Sandblasting to proceed with their work on the steel girders. I have directed them to continue with both repriming coat and the vinyl coat as you verbally directed me to do on April 23, 1971.

I would like to have you issue a written directive covering the corrective procedures you are performing on the interior of the steel girders so I might transmitt a copy to Canron. I feel it is vital to keep them informed. I have had nothing but verbal instructions, concerning the paint problems, other than the letter of March 2, 1971. We have since been verbally instructed contrary to its contents. We know that you are paying for the experimental work but we have not been informed about payment on the other corrective procedures.

Very truly yours,

ANDERSEN-HANNAN

Ralph Hannan Jr.
Project Manager

RH:lw

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MAY 10 1971
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OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION
5821 NE Glisan
Portland, Oregon 97213

April 27, 1971

NOTED
A. E. JOHNSON

Andersen - Hannan
1626 NW [illegible]0th Avenue
Portland, Oregon 97209

re: WEST FREMONT INTERCHANGE
Stadium Fwy
Contract No. 7214

Gentlemen:

We have been instructed to prepare a price agreement for repair of damaged curb and sidewalk which has resulted from bridge construction. It is our intent to replace any damaged sidewalk or curb that might be a pedestrian hazard. Existing walks and curbs that are serviceable will be left as is. The exact extent of damage is not known at this time; however, from your knowledge of the job we believe you should be able to give unit prices for the following:

1. Remove existing curb———————— price/lin. ft.
2. Remove existing walks & surfacings———— price/sq. yd.
3. Concrete curbs———————————— price/cu. yd.
4. Concrete walks & surfacings———————— price/sq. yd.
5. Concrete driveways———————————— price/sq. yd.

Sincerely,

J D Howard
JOHN D. HOWARD
Resident Bridge Engineer

cc:Mr. Edward L. Hardt
Mr. Ivan D. Merchant
file
JDH:dfh

REFERRED TO
A E Johnson
Date: 4-29-71 By [illegible]
For: Your information

Due Date:

APR [illegible]

RECEIVED
APR 27 1971
FORM 2-30 50M 10-65

FOR FILE

I-405-8(50) 3

7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 27, 1971

SUBJECT:

To: Mr. Tom Edwards
Deputy State Highway Engineer

Authority is requested for Mr. Ed Rief to accompany a representative of the Federal Highway Administration to Richmond, California Thursday and Friday, April 29 and 30 to make an inspection of structural steel assembly and painting procedures in connection with the main span of the Fremont Bridge being fabricated by Murphy Pacific Company.

Estimated cost:

Fare	$ 90.00
Hotel	16.00
Meals	14.75
Taxi & Misc.	15.00
Total	$ 135.75

A. E. Johnson
A. E. Johnson
Assistant State Highway Engineer

AEJ:mc

Copy - Ed Rief [illegible] 4-27-71

APPROVED
Tom Edwards
DEPUTY STATE HIGHWAY ENGINEER
Date 4/27/71

Charge. 626-1013-900

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 NE Glisan Portland, Oregon 97213 Phone 229-5996

April 27, 1971

I-4[illegible]

Harland Associates, Inc.
11 Duboce Avenue
San Francisco, California 94103

ATTN: Mr. Harold R. Harland, Jr.

re: WEST FREMONT INTERCHANGE
Stadium Fwy
Contract No. 7214

NOTED
A. E. J[illegible]

Gentlemen:

I am sending via United Parcel 2 quarts of Carboline Polyclad 936-1 for your information and requirments. A copy of the data sheet number 42447 with information pertaining to the samples is included with the shipping list.

Sincerely,

JOHN D. HOWARD
Resident Bridge Engineer
David F. Hirte
by DAVID F. HIRTE
Structural Inspector

cc: Mr. A.E. Hohnson ✓
file
JDH:hfd

RECEIVED
APR 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-71—[illegible] Sets—6-68

Laboratory number
(Do not use this space)

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Data Sheet

SAMPLE DATA SHEET

№ 42447

Type of Material PAINT

Project WEST FREMONT INTERCHANGE (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. 636-1011

Highway STADIUM FWY County MULT

Contractor ANDERSEN-HANNAN (Give name of contractor if work is under contract) Contract No. 7214 F. A. Project No. I-405-B(20) 303

Submitted by JOHN D. HOWARD Title RES BR ENG Address PORTLAND

B.P.R. Record Sample .... Control Sample .... Check Sample ....

Identification of sample: 42447 (Preferably use sample number given at top of this sheet) Sample No. 55 (Numbers for each job to begin with one)

Shipped 4-27-70 (Date) By UNITED PARCEL (Express, parcel post, freight) Approximate quantity 2 qts

Sampled by GLEN WOOD Title PAINT INSP Address PORTLAND

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description CARBOLINE POLYCLAD 936-1 (Type, size, grade) To be used in BRIDGE (Bridge, culvert, pavement, macadam, base) construction

What particular part of work? SUPER STRUCTURE (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required ROUTE PHYSICALS AS REQUIRED

Have qualifying tests been made for this project? Yes ...... No ✓

Source of sample DAVID L. MUTH REP FOR CARBOLINE CO., ST. LOUIS (Original source for natural materials or company name for manufactured materials)

Date sampled 4-26-71 Sampled at JOBSITE

Has material from same source been tested previously? YES If so, give sample numbers 42445

¢ YAQUINA BAY BRIDGE REPAINT JOB (about 1 yr ago - NO FURTHER INFO IN THIS OFFICE)

Quantity of material represented by this sample NONE Quantity represented by previous samples for this project ....

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement .... Course ....

Location by station numbers .... Quantity represented ....

Date laid .... Date sampled ....

Remarks: CARBOLINE POLYCLAD 936-1 - O.S.H.D. GREEN #2344
BATCH # OH 0116 - NO THINNER ADDED. THIS SAMPLE SENT TO:

HOLD THIS LAB REPORT FOR RESULTS FROM H. HARLAN. SUBMIT C.C. OF OR LAB REPORT TO. A.E. JOHNSON

HAROLD HARLAN, JR.
HARLAN ASSOCIATES, INC.
11 DUBOCE AVE
SAN FRANCISCO CA 94103

INSTRUCTIONS:

This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Division Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

David F Hutte
for J. D. HOWARD

CC: A.E. JOHNSON
HAROLD HARLAN, JR

26 April 1971

A-H Job #C-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard

Reference: West Fremont Interchange
Contract No. 7214

Gentlemen:

We confirm discussions held April 26, 1971 in Mr. John Howard's field office.

Present were Mr. Al Johnson, Mr. Ivan Merchant, Mr. Ed Hardt, Mr. John Howard, Mr. Shotwell, Mr. Cunningham, Mr. Gould of the Oregon State Highway Department, and Mr. Andersen, Mr. Henry Hannan, Mr. Ralph Hannan, Mr. Everett of Andersen-Hannan joint venture.

The following items were discussed and the following decisions made:-

Painting Insides of Steel Girders:-

(1) Areas showing rusting of metal and holidays:

(a) Sandblast to white metal or if workable, use "needle gun" to achieve same result.

(b) Remove superficial rust stains by light sandblast, if sandblasting used as (a) above, or by copper wire brushing if using "needle gun" as (a) above.

(c) Prime using RB193 and allow as long as possible to cure; if this is only 24 hours, then this will have to be all that can be achieved.

(d) Wash off and apply vinyl top coat in one coat and disregard "bubbling" and "cratering"; apply only as weather conditions permit.

(2) Areas showing rust stains only:

(a) Copper wire brush to remove rust materials.

(b) Wash off and apply vinyl top coat as in I(d) above.

(3) Areas showing no rust staining:

(a) Wash off and apply vinyl topcoat as in I(d) above.

In all cases, the thickness of the prime coat is to be ignored provided there is evidence of coverage by the prime coat.

Painting Outsides of Structural Steel:-

A decision will be forthcoming from OSHD in the next few days. It is imperative that this decision be expedited in order for the painter to use the General Contractor's hanging jumbo and to effect a timely completion of the work during the summer/fall of 1971.

Weather Reports:-

OSHD agreed to obtain reports on temperature, humidity, and precipitation for the period September 1, 1970 to February 28, 1971, as taken by the Portland downtown weather station, or from other sources, and submit to Harland & Associates.

Modification of Off Ramps at Johnson Street:-

OSHD undertook to advise Andersen-Hannan immediately by letter that this work would be deleted from the Contract and to supply specific details very soon.

Sidewalk Replacement:-

OSHD are to request a price agreement to replace all sidewalks and curbs on the right of way, or to eliminate those in the Contract.

Area Grading Work:-

It was agreed that Bid Item No. 2 did not include for imported materials. That regrading in any particular block was of a balanced cut and fill nature; if any additional material or surplus material arose, this would be subject to a price agreement.

OSHD Field Office:-

Phase II demolition is to be deleted from the Contract as this office would be required for future contracts in the general area. Area Grading, Bid Item No. 2, will also be effected by this change.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

RSE:hr

cc: Mr. Tom Edwards ✓

2

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AUG 19 1971

ANDERSEN-HANNAN
A JOINT VENTURE
BOX 13367 PORTLAND, OREGON 97213 • PHONES: 235-8661 / 777-1401

I-405-8(21)
7214

26 April 1971

A-H Job #G-001

349

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards, Deputy
State Highway Engineer

Reference: West Fremont Interchange
Contract No. 7214

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APR 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

True. two things also mentioned.
On all girders: "Anchor pattern profile not to spec."

Dear Sir:

At our meeting on Friday, 23 April 1971, you indicated to us that there was a considerable number of Red Tags placed on the structural steel by Pittsburgh Testing Laboratories at Vancouver, B.C..

The material effected was part of a shipment for Unit EW1, girders number 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, ring sections A35, A36, A19, A37, A38, A39, A67, A68, A69, and the floor beams and stringers for this unit.

Report #5
10-22-70
West Fre.
Canron Ltd

Pittsburgh rejection notes state RB 193 was being used on the girder splice plates, some with accelerator 6851 and some with 191A overcoating and for the ring sections RB 191 was being used with 191 overcoating or 6851 accelerator; in one case, Section A67 RB 193 was used with 6851 accelerator; the floor beams and stringers notes state that RB 193 was being used.

All of theseprocedures were approved by the OSHD and PTL had not been informed of this approval prior to shipment. Therefore these red tags are not valid rejection. Subsequently the OSHD approved all these girders for inside painting of top coat and this has been done. There was no corrective treatment of the primer required before installation of the vinyl top coat.

Other red tags placed by PTL are of a very minor nature and are:-

Johnson

NOTED
TOM EDWARDS

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APR 29 1971
BRIDGE DIVISION

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

TO: Oregon State Highway Department
ATTN: Mr. Tom Edwards
RE: West Fremont Interchange
26 April 1971
Page 2

[illegible]

	Unit SEI	Floor Beams DI and D2	"No final inspection of paint millage or repairing of holes made by PTL"	T/C
Report # 4 9-30-70 West Fre Cannon Ltd.		Floor Beams D25 and D26	"	
		Floor Beams D49 and D50	"	
	Unit ESI	Girders 253, 264, 265	"Rust Ban 195 post curing used - this has not been approved by OSHD"	
Report # 5 11-19-70	Unit ES2	Floor Beams F26, 27, 28, 29, 31, 32, 33, 34	"Paint falling off edges of moment plates" Also "Lack of profile"	
	Unit SEI	Girder 220	"Paint coverage on web - this area is not to OSHD standards - too sloppy"	
	Unit SEI	Girder 232	"Paint over galvanized angles for ladder"	

If you have other evidence of rejection of paint on any other steel by PTL, we would be glad to investigate the cause, however, our records show only the items mentioned in this letter.

We feel sure that you will now agree with us that PTL's paint rejection was in the main due to a delay in communication between OSHD and PTL of approvals given by OSHD.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

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APR 29 1971
BRIDGE DIVISION

RSE:hr

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West Fremont Interchange
Contract 7214

SUMMARY OF STRUCTURAL STEEL MEMBERS THAT HAVE BEEN RED-TAGGED BY PITTSBURGH TESTING LABORATORY BECAUSE OF PAINT DEFICIENCIES

1. Report No. 4 dated 9/30/70, Canron Ltd.

Component No.	Remarks
Girder 253	Rust-Ban 195 (meant 193) post cure used - not approved by O.S.H.D.
" 264	"
" 265	"
Floor Beams D-1	No final inspection made on paint millage (Floor beams removed from assembly before Pittsburgh Testing Laboratory could make final check)
" " D-2	"
" " D-25	"
" " D-26	"
" " D-49	"
" " D-50	"

2. Report No. 5, dated 10/22/70, Canron Ltd.

A = Anchor pattern profile not to specs
B = Rust-Ban 193 on splice plates not approved
C = Soft coating with 191A liquid over coating
D = 6851 accelerator over Rust-Ban 191
E = Soft coating at various isolated spots
F = Soft coating- isolated spots of no adhesion to steel

Component No.	Remarks
Girder 235	B, C (Interior)
" 236	A, B, C (Interior)
" 237	A, B, C (Interior & Exterior)
" 238	A, B
" 239	A, B, C (Exterior)
" 240	A, B, C (Interior)
" 241	A, B, D
" 242	A, B
" 243	A, B; Rust-Ban 193 not adhering to girder bottom flange end
" 244	A
" 245	A, B, C, D; Grit in coating
" 246	A, B, C, D
" 247	A, C, D
" 248	A, C, D

Ring Section A35	D, F
" " A36	C, D
" " A119	C (Exterior), D
" " A37	C (Exterior & Interior), D
" " A38	D, E (Exterior & Interior)
" " A39	D (Exterior)
" " A67	A; Rust Ban 193 with 6851 on all surfaces
" " A68	C, D (Exterior), F
" " A69	C, D (Exterior), F
Floor Beams C-1 to C-39	B; Rust-Ban 193 on beams not approved
Stringers C-40 to C-80	" " " stringers not approved
Channels C-81 to C-84	" " " channels not approved

3. Report No. 8, dated 11/19/70, Canron Ltd.

Component No.	Remarks
Floor Beams F26, F27, F28, F29, F31, F32, F33, F34	Lack of profile; paint on moment plates not sticking, paint falling off edges of moment plates

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MAY 4 - 1971
FOR FILE 7214

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 NE Glisan Portland, Oregon 97213 Phone 229-5996

Harland Associates, Inc.
11 Duboce Avenue
San Francisco, California 94103

Attention: Mr. Harold R. Harland, Jr.

re: WEST FREMONT INTERCHANGE
Stadium Freeway Project
Contract No. 7214

Gentlemen:

I am sending with this letter 2 quarts of Vinyl Mastic 5537 sampled at the jobsite. I am enclosing a copy of the sample data sheet submitted to our laboratory with particulars.

Sincerely,

JOHN D. HOWARD
Resident Bridge Engineer

David F. Hirte
by DAVID F. HIRTE
Structural Inspector

cc: Mr. A.R. [illegible]
file
[illegible]

Note: Mr. Harland, I shipped the parcel mentioned above on 4-22-71 via United Parcel. R.E.A. is on strike and the airlines couldn't ship until Tuesday on a cargo carrier. United Parcel people said that delivery will be made sometime Monday. D H

Laboratory number
(Do not write in this space)

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

SAMPLE DATA SHEET

Data Sheet
No. 42446

Type of Material PAINT

Project WEST FREMONT INTERCHANGE Prefix No. 626-1011
(Give name of section or bridge upon which material is to be used or from which sample is obtained)

Highway STADIUM FWY County MULT

Contractor ANDERSEN-HANNAH Contract No. 9214 F. A. Project No. [illegible]
(Give name of contractor if work is under contract)

Submitted by J. D. HOWARD Title RES ENGR Address PORTLAND

B.P.R. Record Sample Control Sample Check Sample

Identification of sample: 42446 Sample No. 54
(Preferably use sample number given at top of this sheet) (Numbers for each job to begin with one)

Shipped 4-22-71 By AIR EXPRESS Approximate quantity 2 qts
(Date) (Express, parcel post, freight)

Sampled by GLEN WOOD Title PAINT INSPECTOR Address PORTLAND

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description VINYL MASTIC 5537 To be used in BRIDGE construction
(Type, size, grade) (Bridge, culvert, pavement, masonry, base)

What particular part of work? SUPERSTRUCTURE
(Class A, B or C concrete, piers, superstructure, top course, base)

Tests required ROUTINE PHYSICALS [illegible]

NOTED
A. E. JOHNSON

Have qualifying tests been made for this project? Yes ✓ No

Source of sample ENJAY CHEMICAL
(Original source for natural materials or company name for manufactured materials)

Date sampled 4-21-71 Sampled at JOBSITE

Has material from same source been tested previously? ✓ If so, give sample numbers
A 92928, 42441, 42442

Quantity of material represented by this sample 1000 Quantity represented by previous samples for this project 9080

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement Course

Location by station numbers Quantity represented

Date laid Date sampled

Remarks: BATCH No. 1026 - PREVIOUS LAB # 986617
1½ gal M.E.K thinner added per 5 gal VINYL
THIS SAMPLE SENT TO: HAROLD R. HARLAND, JR.
HARLAND ASSOCIATES, INC.
11 DUBOCE AVE
SAN FRANCISCO, CALIFORNIA
94103

INSTRUCTIONS:
This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Division Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

David F [illegible]
for J. D. HOWARD

HOLD THIS LAB SHEET FOR RESULTS FROM H. R. HARLAND, J.

FORM E-30 (REV. 10-69)

RECEIVED
MAY 4 - 1971

REGON STATE HIGHWAY DI SION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1971

To: 1214

SUBJECT: Expansion Joint Modifications
West Fremont Interchange
East Fremont Interchange, Unit C
Contracts 7214 and 7310

Mr. R. L. Schroeder
Metropolitan Engineer

METRO

Attention Mr. Edward L. Hardt
Metro Bridge Const. Engr.

I am sending you 20 prints each of drawings B-392, B-399, and B-408 through B-412, the detail drawings for the modifications to the multi-cell expansion joints on the West Fremont Interchange and Unit C of the East Fremont Interchange. Please take the necessary steps to have these modifications made to the as-fabricated expansion joints.

The joint modification details have been discussed with Mr. Schell and Mr. Pillsbury of the Federal Highway Administration. They have given preliminary approval of federal-aid participation and a price agreement for the work. Their participation would be limited to an amount not exceed 10% more than the State's estimate for the work. A copy of our estimate of the cost of the modifications is attached. If a negotiated price within the limits specified cannot be reached, the work should be done by force account.

All the steel components in the modification units, except the stainless steel, should be painted the same as for the expansion joint as a whole. The stainless steel should be kept clean and free of paint or other foreign material.

The joint revision details for Units A and B of the East Fremont Interchange are being prepared at this time. We anticipate that by early next week we will be able to send you the details for the modification of these units which have not been fabricated.

The enclosed prints are being sent to you for your use and for forwarding to the Resident Engineer and the contractor for their work. If additional prints are required, please advise this office.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Administration Engineer

WJH:dh
Encl.
cc A. E. Johnson
M. J. Kopetz /w/ encl. (3)
John Howard /w/ encl. (1)
R. E. Shotwell /w/ encl. (1)
Ed Rief /w/ encl. (1)
H. A. Schell /w/ encl (3)
A. A. Rear /w/ encl. (1)

Form E-86-1M

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

5-10-71

STATE COPY 6-1 P

OREGON STATE HIGHWAY DEPARTM

APPROVED EFFECTIVE DATE 4-19-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-5-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Fremont Interchange
Date April 19, 1971
Highway Stadium Freeway
Contract No. 7214
County Multnomah
Prefix 626-1011
Contractor Anderson - Hannan
F. A. Project No. I-405-8(20)303
Address 1626 N. W. 16th Ave., Portland, Oregon 97209
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Experiment with various application techniques of the vinyl finish coat to the inorganic zinc primer. Methods, materials and techniques to be selected by the engineer.

1 - Maximum equipment rental rate allowable as per AGC agreement.

2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

As selected by the engineer.

NOTED
TOM EDWARDS

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APR 21 1971
BRIDGE DIVISION

Estimate of quantities and cost:

Labor	$390
Equipment	440
Materials	200
TOTAL =	$1030

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

One coat application of the vinyl paint has resulted in excessive bubbling. Work under this work order is for the purpose of finding a method that will minimize the bubbling problem. This work commenced on April 19, 1971.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$20,868,472.90
Present estimate of project cost, including $1,030.00 for work under this order	$20,209,791.04
Expected under-run amount	$658,681.86
Expected under-run per cent	3.16

Space to right of this line is for use of Salem Office

Submitted by: J. D. Howard, Resident Engineer

Approval Recommended: Alfred A. Rev, ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended: E. Woodward, Assistant Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

5-10-71

SP*33577-734

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APR 19 1971

T 405-9(50)303
1214

April 16, 1971

Drake-Willamette, Joint Venturers
1201 N. Loring
Portland, Oregon 97227

Anderson-Hansen
3427 N. E. Halsey
Portland, Oregon 97213

Gentlemen:

We have spent considerable time recently investigating the matter of the paint situation on both the East Fremont and West Fremont Interchange projects, and our records indicate the following:

(1) Inspection in Portland of the structural steel painted in Vancouver, British Columbia during the summer months of 1970 using ZB 191 indicates that we have received an acceptable product.

(2) Tests indicate that steel which was painted in the latter part of October and during the winter months is not acceptable and will require repair work before acceptance.

(3) Tests also indicate that structural steel painted recently in Vancouver and delivered to Portland is acceptable.

In view of the above, it must be assumed that it is possible to obtain an acceptable job when proper procedures are followed.

You are therefore directed to take steps to repair those structural members which have paint deficiencies with the result that the specification amount of paint will be obtained. Necessary repairs will include the removal of any rust and rust stains and the application of additional primer where needed to obtain specification thickness.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc R. L. Porter
A. E. Johnson
I. D. Merchant
F. D. Morgan
John Jenkins
R. L. Schroeder
Ed. Hardt

AEJ:ms

Edwards handled
Anderson has cy
4-16-71

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APR 19 1971

[illegible]
[illegible]
7214

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 15, 1971

SUBJECT: West Fremont Interchange
East Fremont Interchange
Contracts 7214, 7310, 7311

To: Memo to the File

The purpose of this Memo is to document the events leading to the decision to clean the rusty steel girders on the subject projects by the sandblast method. This steel was received at the job sites with a shop coat of Enjay inorganic zinc paint applied which subsequently began to show rusty areas. In order to keep work on the projects progressing, it had been decided to proceed with repair of the rusty areas immediately. The cost of this work would be carefully recorded so that, in the event it was decided that it was the State's responsibility, the contractors could be so compensated.

On Monday, April 12, steel cleaning operations began on both projects. At this time, the writer was uncertain as to the better method of cleaning; by sandblast or by wire brushing. Sandblasting would yield a cleaner product, but it was felt it would be more expensive and there was concern that it would accidentally remove good paint along with the rust. With regard to cleanliness, there was a question as to degree of same obtainable by wire brushing and, more importantly, the degree of same necessary under the circumstances. Consequently, both methods were tried on an experimental basis; sandblast on the West project, and wire brushing on the East, to determine the relative merits of each.

Monday afternoon the writer inspected the wire brush cleaning on the East project. In general the work appeared satisfactory, although there was still a question in those areas of deep pitting as to whether the bottom of the rust "crater" was properly cleaned. It was decided to continue this operation since Mr. Harold Harlan, Jr., the State's paint consultant, was due on the project on Wednesday, and it was felt desirable to have him review this procedure. Since at this point in time it was thought that the wire brushing operation would be less costly

NOTED
TOM EDWARDS

than sandblasting and since the decision as to cleaning method could have a great monetary impact on the contractors, it was felt that it would be prudent to bend every effort to find the cheapest method to accomplish the cleaning work.

On Tuesday, the writer discussed with Mr. Edwards and Mr. Johnson the sandblast cleaning and painting operation on the West project. Early indications were that paint repairs by this method would not be as expensive as feared and that the writer's concern for sound paint damage by blasting were unfounded. The wire brush cleaning on the East project as an experiment, pending review and advice by Mr. Harlan, was also mentioned.

On Wednesday, April 14, both cleaning operations were inspected by Mr. Harlan; A. E. Johnson; Al Rear; Jim Chidsey; Wally Bryant; the Resident Engineers; and the writer. During this time, the unit cost of the cleaning work done the two previous days was being calculated. It was found that this cost was virtually identical for both methods at about three cents (3¢) per square foot. With this knowledge, the question of degree of cleanliness necessary or desirable became academic, since the better cleaning method did not require a cost premium. Consequently, the decision was made Wednesday afternoon to clean the rusty steel by the sandblast method.

The cleaning by wire brush method as an experiment was discussed by the Resident Engineer involved with the writer and the concept was approved by the latter. Any criticism of this procedure should be directed to the writer, and not the Resident Engineer.

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:slh

cc Tom Edwards
A. E. Johnson
Ivan Merchant
John Howard
Robert Shotwell
Wallace Bryant, BPR

RECEIVED
APR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1971
FOR FILING

I-405-8(10)3
7714

Salem, Oregon
April 15, 1971

V. E. Skoog
Controller

BUILDING

East Fremont Interchange
West Fremont Interchange
Fremont Bridge

Paint Inspection by Pittsburgh Testing Laboratory

Until further notice, please hold up any further payment to Pittsburgh Testing Laboratory in connection with the subject projects.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan
John Jenkins
R. L. Schroeder

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1

FORM E-30
FOR FILING

I-405-[illegible](30)
7314

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 13, 1971

SUBJECT: W. Fremont Interchange
E. Fremont Interchange
Fremont Bridge
Paint Thickness Measurements

To: Tom Edwards
Deputy Highway Engineer
State Highway Building
Salem

Inorganic zinc prime coat paint thickness readings have been taken in Portland by the Resident Engineer's crews on structural steel shipped from Vancouver, B. C., San Francisco, and Fought's plant in Tigard. The results are as follows:

West Fremont Interchange:

Rust Ban 191

7

Mils	No. of Readings	Percent
0 - 0.99	0	0
1 - 1.99	0	0
2 - 2.99	11	1
3+	919	99
Total	930	100

Rust Ban 193

Mils	No. of Readings	Percent
0 - 0.99	66	3
1 - 1.99	618	28
2 - 2.99	1101	50
3+	418	19
Total	2203	100

East Fremont Interchange (From Canron)

Rust Ban 191

Mils	No. of Readings	Percent
0 - 0.99	24	5
1 - 1.99	244	49
2 - 2.99	199	40
3+	28	6
Total	495	100

Rust Ban 193

Mils	No. of Readings	Percent
0 - 0.99	531	39
1 - 1.99	554	40
2 - 2.99	226	16
3+	66	5
Total	1377	100

East Fremont Interchange (From Fought)

Rust Ban 191

Mils	No. of Readings	Percent
0 - 0.99	0	0
1 - 1.99	0	0
2 - 2.99	1	2
3+	50	98
Total	51	100

Fremont Bridge Superstructure

Mobil Zinc 1

Mils	No. of Readings	Percent
0.- 0.99	0	0
1.- 1.99	0	0
2 - 2.99	4	11
3+	33	89
Total	37	100

Mils	No Readings	%
0 - 0.99	0	0
1 - 1.99	0	0
2 - 2.99	5	5
3+	87	95
	92	100%

If further information or amplification of the above data is desired, please advise.

4/15/16/71 Tests

0 - 0.99	0	0
1 - 1.99	0	0
2 - 2.99	1	
3+	54	
	55	100%

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: A. E. Johnson
Ivan Merchant
John Howard
Robert Shotwell
Robert Cunningham

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APR 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED
APR 1971

I-405-8(20)303

7214

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 12, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(20)303, I-405-8(22)304, I-405-8(23)304
Fremont Bridge Approaches

Mr. Johnson's letter of April 9 enclosed an attached letter of understanding between Harlan Associates, Inc. for specialized services in connection with the paint inspection on the subject projects.

Recognizing that the problem is of vital importance requiring immediate specialized services not available in the Highway Division, these services are approved as participating charges.

Testing charges should be in accordance with an accepted schedule. Personal services are eligible for Federal participation to the extent that the costs are reasonable and can be justified.

Simpson:nig

NOTED
A. E. JOHNSON

4-14-71

cy to: Merchant
Morgan
Metro-Ed Hardt
Skoog

NOTED
TOM EDWARDS

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APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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APR 12 1971

FOR FILING

I 405.8(20)303
7214

April 9, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Fremont Bridge Approaches
FAP I-405-8(20)303 (West)
I-405-8(22)304 (East Unit A)
I-405-8(23)304 (East Unit B)

Reference is made to Mr. Edwards' April 5 letter seeking your approval for us to retain Harlan Associates, Inc. of San Francisco, California at an estimated cost of $3,000.

Due to delays being encountered by our contractors and the seriousness of these delays, it was believed necessary to proceed with the services of Harlan Associates, Inc., who were recommended to us by Mr. Lew Cody of the Washington Department of Highways and Mr. Herb Rooney of the Materials and Research Department of the California Division of Highways. On April 6 an inspection was made at the Vancouver, British Columbia plant of Canron Company and of the steel beams in Portland on April 7.

This inspection was made by Harold Harlan, Jr. in company with Ed Hardt, Ed Rief, and A. E. Johnson from the Highway Division and Herb Schell of your Division. The result of our inspection confirmed that the magnitude and seriousness of the problem was more than we believed, and it is now estimated that the consultant's costs will be approximately $6,200 as outlined in the enclosed copy of a letter to Harlan Associates, Inc. We believe the costs to be in order, including the laboratory testing charge, which would include several testing procedures at the same time.

Mr. R. E. Simpson
April 9, 1971
-2-

We request your approval of charging the cost of this work to the cooperative engineering costs of the projects involved.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. K. Johnson
Assistant State Highway Engineer

AKJ:mm
Enc.

bc R. L. Porter
Tom Edwards
I. D. Merchant
Ed Hardt
Ed Rief

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APR 12 1971
FOR FILING

I-405-8(20)303
7214

Salem, Oregon
April 9, 1971

Link Support Bent Plates
East and West Fremont Intchs.
Contracts 7214, 7310, 7311

R. L. Schroeder
Metropolitan Engineer

PORTLAND

On the subject of the link support bent plates for the above project, please advise the contractor of the following:

All bent plates at the forward support of the link assemblies which are bent to a radius on the concave face of less than the thickness of the plate are to be removed and replaced. Your attention is directed to Article 410-3.30 of the Standard Specifications, 1964 Edition. All other bent plates at either the forward or rear support of the link assembly which exhibit cracking as determined by visual observations or x-ray are to be removed and replaced.

A. E. Johnson
Assistant State Highway Engineer

cc: I. D. Merchant
F. D. Morgan
A. A. Rear
John Howard
Robert Shotwell

WJH:ag ms

APR 19 1971

72-14

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 9, 1971

Harlan Associates, Inc.
Eleven Duboce Avenue
San Francisco, California 94103

Attention Mr. Harold Harlan, Jr.

Gentlemen:

This will confirm our telephone conversation on Friday, April 2, concerning utilizing the services of your company to inspect the inorganic prime coat paint on structural steel at the Canron Plant in Vancouver, British Columbia destined for the Fremont Bridge in Portland.

This work is in connection with a problem of insufficient amount of prime coat on the structural beams after delivery to Portland and the application of high-build vinyl on the inorganic zinc, resulting in some bubbling and pitting.

We also agreed that we desire you to inspect the steel at Portland and determine for us by laboratory testing or other means the adequacies of our paint specifications and, if possible, the reason for the less-than-specification amount of paint and the presence of rust on the steel members. Your work would also include a recommendation to us as to the application of the vinyl top coat.

We agreed that your work would be conducted at the following rates:

1. Job-site inspection and consultation--$400 per day or part of day. (You have subsequently indicated an estimate of six days at this rate.)

2. Travel and expenses--estimated on April 9 to be approximately $500.

3. Laboratory testing at $40 per hour. On April 9, after inspecting the painting procedure at Vancouver, B. C.

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STATE HIGHWAY ENGINEER

and steel beams at Portland, you indicated your procedures will require approximately $3,200 of laboratory testing time. It will consist of spectrographic analysis; infrared tests; accelerated aging tests; weatherometer tests; preparation and testing of test panels; and preparation of summation and reports.

We have also agreed that there will be an expense of approximately $100 for necessary phone calls and miscellaneous expenses.

Based on the above, it is estimated that the cost of your services will be approximately $6,200. If this is in accordance with your understanding, please return a signed copy of this letter to us.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms

Carroll B. Carlton Jr
By

14 April 1971
Date

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APR 13 1971
FOR FILING

[illegible]
7214

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 8, 1971

To: Memo To The Files

SUBJECT: East & West Fremont Interchanges
Contracts 7214, 7310 & 7311
Painting Inspection at Canron's
Plant II at Vancouver, B. C.

The purpose of this memo is to document an inspection made at Canron's Plant II fabricating yard in Vancouver, B. C. on April 6, 1971. This inspection was made by A. E. Johnson, Ed Rief and Ed Hardt of the OSHD; Herbert Schell of the FHWA; and Mr. Harold Harlan, Jr. of Harold Harlan Associates. Mr. Harlan is a painting consultant who has been engaged by the State to try to determine the cause of the paint failure problems experienced in Portland on both projects. The purpose of the inspection was to uncover facts that might aid in this investigation.

The first four named above arrived in Vancouver at 3 PM on April 5. A brief tour was made of the paint line at the plant in order to become acquainted with this facility. Our principle contacts with Canron during the inspection were with Dick Davies who is in charge of quality control and Mr. John Wulf who is the paint line superintendent. Both these people and Mr. Terry Lawry who we also spoke to during the visit were most helpful and as far as we could tell, very open with the things that they told us. Also during this inspection, we spent considerable time talking to Don Scott and Ken Peterson of Pittsburg Testing Laboratory. Mr. Scott had come up especially to Vancouver to aid us in our investigation.

At 10:30 on the evening of the 5th, we picked up Mr. Harlan at the Vancouver airport. We spent the next several hours briefing him on the problems related to painting on the projects so that when he went to the plant the following day, he would have some knowledge of the reason for his employment.

The following day, Tuesday, was spent from 8:30 AM until 5 PM at Plant II looking into the details of the paint line and inspection of girders that were loaded on a barge, ready for shipment to Portland. The weather was rainy which actually aided in the investigation since it created conditions similar except for temperature to those that would have been experienced during the past winter when the work now under investigation was performed. Listed below are the findings of the group not necessarily in order of importance.

1. Review of the blasting, painting, resultant mil coverage indicated to us that this work is being done in a good workman-like manner. We could find no fault of any magnitude with the work that was being done at the time of the inspection. However, it should be

NOTED
TOM EDWARDS

kept in mind that the work as it is being done now does not necessarily represent the manner in which the work was being done at the time that the girders now in Portland were being painted.

2. Numerous checks were made of PTL's paint thickness readings on the barge. There was a good correlation between those readings and there is no doubt that PTL can read the Tooke gauge and get the same kind of readings as the State's people.

3. Our discussions with Canron's people indicate that in our opinion Enjay Paint Company has not been supplying Canron with a consistent product, Principally in the area of the viscosity of the paint. When the viscosity changes, then the application methods must be altered to compensate which causes confusion among the workmen.

   The viscosity of the paint first changed markedly in January of 1971 which then required the application of two coats of zinc in order to obtain the proper thickness. Prior to this time, Canron was able to obtain the required thickness with a one coat operation. Canron questioned this paint at this time but it was approved by the State's laboratory so it was used.

4. When the low viscosity paint which required the application of two coats as mentioned above was first applied, it was necessary to experiment to determine how to successfully apply the two coats. Canron first tried to apply the second coat before the first had dried in order to get good bond between the coats. This resulted in a separation of the coats days later so Canron went to a conventional two-coat application wherein the first coat was completely set before the second was applied. This required a delay between coats on the order of an hour.

5. Canron has engaged a firm called CanTest to review their painting operation. We were told that so far they have received a "clean bill of health" from this testing firm with regard to the Plant III painting operation insofar as its compliance with our specifications. Gordon Smith of CanTest has a theory that the phosphoric acid which is being used for the post cure, is absorbed deep into the zinc coating, possibly clear to the base metal. Then, later when the paint is exposed to moisture, the unused acid is reactivated, comes to the surface and softens the surface of the zinc.

6. CanTest has made a number of test panels to test the paint deterioration in Vancouver and in Portland. Some of these panels were postcured and some were not. There is a question as to when these panels were postcured since there may have been a weekend interval between application of paint and curing material. Mr. Harlan checked the hardness of the paint on these panels and

commented that it is harder then the paint on the girders that we looked at at Plant II.

7. It was raining during our visit and it was evident that zinc paint which was wet (exposed to the rain) was softer then that which was dry. Paint on a girder on the barge exposed to the rain could be easily eroded by rubbing with the edge of a coin. Paint on the same girder surface which was dry was only burnished by the action of the rubbed coin. Dry and wet paint scraped with a knife blade and scratched with a pencil lead also showed a marked difference of surface hardness. These individual tests were performed at locations separated on the order of a foot or less. The only difference being that one location was wet and the other dry. Other than that, it was the same paint being tested in both cases.

Rain falling on a freshly painted girder (12 hours previously) which had just been pulled out of the paint shelter was closely inspected. It was noted that an individual drop of rain caused minute bubbling indicative of a chemical action between the moisture and the post-cure acid which had been applied about an hour previously. This acid is applied heavier than a " mist " coat completely wetting the surface and running in some areas. This is Rust Ban No. 6851 and is applied at the rate of 460 square feet per gallon. The acid container carried instructions that it should be applied as a mist coat and Gannon was told by Enjay to apply it at the rate of about 400 square feet per gallon.

At this point, it might be well to mention that we were told that the past winter in Vancouver was one of the most severe on record. Approximately six feet of snow fell, many mornings were below freezing and large amounts of rain fell. During this period of inclement weather the girders now showing distress in Portland were painted and stored in the open while waiting shipment to Portland.

8. Numerous paint thickness readings on the girders on the barge were taken with the Tooke gauge by Ed Rief. These readings closely checked existing readings recently taken by Janron and PTL and all indicated three mils or more of paint. These readings will be checked again in Portland to determine if there has been any film thickness loss.

9. The application of a thin coating of vinyl pain in lieu of the post-cure treatment was discussed with Terry Lawry. He was told that we were concerned about the possibility of a lack of cure of the zinc if it was prematurely covered and for this reason would not approve of this change without further testing.

10. John Wulf, Cannon's Paint Line Superintendent, performed a demonstration on the paint line which showed the deleterious action of the post-cure acid on the zinc paint which had been already post-cured. He wet a cloth with the acid out of the spray gun, rubbed the zinc painted surface with same and was able to remove the paint with moderate rubbing. Tocke gauge readings indicated a paint film thickness loss from 3.8 to 3.0 mils.

Pending results of Mr. Harlan's testing of the components and samples of dried paint which he collected on this tour, it was the consensus of the group excluding Mr. Harlan that the first place to look for the cause of the paint problem is the post-cure material, phosphoric acid, which has been applied to all girders painted with Rust Ban 193. Due to it's reactivation in the rain, it's harmfull effect on the paints surface when applied directly and rubbed, there is a strong question that if there has been a paint loss between the time of application in Vancouver and erection in Portland that this post-cure material may be the chief culprit. After briefly inspecting some of the steel erected in Portland, Mr. Harlan left for San Fransisco on Wednesday, April 7, to start a testing program in his laboratory. He expects to return to Portland early next week to make an in-depth inspection of the painted steel here.

Robert L. Schroeder
Metropolitan Engineer

By:

Edward
Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
cc: Tom Edwards
A. E. Johnson
Ivan Merchant
John Jenkins
Robert Cunningham
John Howard
Robert Shotwell
Ed Rief
H. A. Schell
Harold Harlan
Don Scott, PTL
Ken Peterson, PTL

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STATE HIGHWAY ENGINEER

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APR 8 1971
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CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 228-3991

I-405-8(20)303
7214

7310
7311
7312
7214

April 6, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A E JOHNSON

Dear Tom:

This will confirm my understanding of our conversation of this date.

In the interest of minimizing our extra costs to the state, we will proceed under the state's direction with the correction of the paint situation on the interior of the box girders so that the finish coat can be applied and forming and pouring operations can be resumed.

We will keep the cost information in accordance with the state's extra work order procedure and we trust the state inspectors will advise us of the procedure for rust and rust stain removal as well as the touch up prime coat required before the final vinyl is applied.

Yours very truly,

DONALD M. DRAKE COMPANY

Frank

Franklin G. Drake
President

FGD:mb

cc: R. E. Grant
W. Bugge

NOTED
TOM EDWARDS

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APR 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

cy FHWA 4-8
cy Ed Hardt 4-9-71

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I-4-5(Rec)

7014

April 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 390
Salem, Oregon 97308

Dear Mr. Simpson:

As you are aware by telphonic discussions, a serious question has been raised concerning the adequacy of the paint specification on the Fremont Bridge approaches. For this reason, we seek your approval to retain Harlan Associates, Inc. of San Francisco, California to inspect the inorganic prime coat paint being applied at the Canron plant in Vancouver, B.C.; to inspect, also, the material on hand at Portland; and to give us an expert opinion as to the specification.

The expected cost of this consultation and opinion will be approximately $3,000. We seek your approval for this expenditure as an engineering charge against the project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
A. E. Johnson
Victor D. Wolfe
Ivan Merchant

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April 2, 1971

Andersen-Hannan
3427 N. E. Halsey Street
Portland, Oregon 97213

Gentlemen:

After spending considerable time on the West Fremont interchange inspecting steel in place, I would recommend to you that you proceed immediately with correction of the paint situation on the interior of the box girders on that section which you are now forming and getting ready for concrete pour.

In view of the controversy concerning the adequacy of the paint specification, I would recommend that you keep a detailed and separate record of the cost of the corrective work.

I am advising our field office to check with you concerning these cost records in the same manner that would be followed for Extra Work processes.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:sr
cc: Franklin G. Drake

cc: R. L. Porter
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
F. D. Morgan
Ivan D. Merchant
R. L. Schroeder

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM X
DAY LETTER
NIGHT LETTER

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WESTERN UNION TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. McFALL
PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE SHIP

NO. WDS.-CL OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 1, 1971

Mr. B. T. Lawry
Canron Limited
Fremont Project Office
4678 Byrne Road
S. Burnaby, B.C.
CANADA

Adverse to my approval yesterday do not order or apply one mil vinyl coat until further notice.

Tom Edwards
Deputy State Highway Engineer

WJH:dh

WJH

cc Accounting
A. E. Johnson

WU1206(R2-65)

NOTED
TOM EDWARDS

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APR 1, 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 5 - 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1971

SUBJECT:

To: MEMO TO FILE

NOTED
A. E. JOHNSON

As a result of a meeting today with Andersen-Hannan and Drake-Willamette concerning the east and west approaches to the Fremont Bridge, the decision was taken to employ CH_2M to determine expeditiously the most pertinent way to proceed with the painting of the steel work on these approach structures.

Harlan Bennett Inc
instead

Until decision concerning this matter is forthcoming, instructions to both these companies under date of March 12 over the signatures of Robert Shotwell and John Howard shall be held in abeyance.

ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
Deputy State Highway Engineer

TE:fn

cc Andersen-Hannan
3427 N. E. Halsey Street
Portland, Oregon 97213

Donald M. Drake Co. &
Willamette Western Corp.
1740 N. W. Flanders Street
Portland, Oregon 97209

R. L. Porter
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe

F. D. Morgan
I. D. Merchant
Robert L. Schroeder

Robert Shotwell
John Howard

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APR 5 1971
FOR FILING

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1213 (7-58)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			Oregon State Highway Division	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 2 1971

To Mr. Harold Harlan, Jr.
Harlan Associates, Inc.
Street and No. 11 Duboce Avenue
Care of or Apt. No.
Destination San Francisco, Calif. 94103

Your proposal for consulting services in connection with painting of our Fremont Bridge, Portland, at $100 per day plus expenses satisfactory. Will work out details of meeting by phone.

AEJ:ms
cc Acctg. ✓

A. E. Johnson
Assistant State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Senders's name and address (For reference)

372-6516
Sender's telephone number

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1972

5

4-2-71

Genl files

CANRON LIMITED WESTERN BRIDGE DIVISION 145 WEST FIRST AVENUE, VANCOUVER 10, B.C.

PROJECT ______ MADE ______ DATE April 2. 1971
NO. ______ CHECKED ______ DATE ______

7214

Total paint purchases :	12,800 USG
Paint inventory :	2,125 USG
CONSUMED	10,675 USG.

Completed footage :	GIRDERS	83.6%	1,735,000 FT^2
	RINGS & X-B.	72.6%	252,000 FT^2
	FB & STR.	85.4%	268,000 FT^2
			2,255,000 FT^2

COVERAGE : 211 □'/USG

1 USG = 0.134 FT^3
= 1605 MIL. □' (NET)
$\simeq$ 1000 MIL. □' (CURED) (62.2% solids).

For 211 □'/USG, theoretical coverage = 4.74 DRY MILS.

SUBTRACT :	PROFILE EFFECT	0.50 MIL.
	SPRAY EFFECTS & LOSSES	0.47 MIL.
		0.97 MIL.

Net average cured coating 3.77 MILS.

RECEIVED
NOV 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. [illegible]

1 April 1971

A-H Job #G-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard

Reference: West Fremont Interchange
Contract No. 7214

Dear Sirs:

It is becoming apparent that we will not meet the Contract requirements of completing certain work by 730 calendar days as defined in Revision Letter No. 1 dated 7 March 1969.

Certain delays are still continuing and we list below the various causes which we have from time to time kept you informed.

1)	ILWU strike from September 25, 1969 to November 8, 1969 effecting delivery of structural steel to fabrication plant	44 days
2)	Jurisdictional dispute between MBIU and BSO and RI workers at fabrication plant from February 11, 1970 to February 23, 1970	12 days
3)	Contract negotiations between structural steel fabricator and MBIU causing slowdown at plant; loss of production estimated at 50% over period January 15, 1970 to March 15, 1970	30 days
4)	Merchant Service Guild strike against B.C. Tugboat Owner's Association from May 3, 1970 to June 29, 1970, effecting steel shipment to jobsite	55 days

NOTED
TOM EDWARDS

5) Paint system delays, still continuing and to date 146 days

Total delay to date 287 days

Due to the continuing nature of Item 5) above, we cannot make formal extension of time. However, we request that you grant the above total days extension and suspend the liquidated damages clause contained in the Contract.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

RSE:lw

cc: Mr. Ivan Merchant

(blind copy: Mr. Tom Edwards)

5) Paint system delays, still continuing and to date 146 days

Total delay to date 287 days

Due to the continuing nature of Item 5) above, we cannot make formal extension of time. However, we request that you grant the above total days extension and suspend the liquidated damages clause contained in the Contract.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

RSE:hr

cc: Mr. Ivan Merchant

(blind copy: Mr. Tom Edwards)

1 April 1971

A-H Job #G-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard

Reference: West Fremont Interchange
Contract No. 7214

Dear Sirs:

This letter will serve to document the delays we have experienced due to failure of the specified paint system for the structural steel.

November 6, 1970	Painting of vinyl topcoat to inside of girders stopped by Resident Engineer due to bubbling and pin holing.
November 18, 1970	Combined meeting of ourselves, Drake-Willamette, and OSHD at Salem to discuss vinyl topcoat problems.
November 23, 1970	Approved by OSHD by letter to paint insides of girders only with vinyl using MEK thinner.
November 23, 1970 to February 4, 1971	Painting proceeded using revised formula but production severely curtailed by weather conditions outside the limits established by the specifications.
February 5, 1971	Our painting subcontractor informed of a list of girders that had alleged primer deficiencies and topcoat vinyl could not be applied. (via Glen Wood of OSHD)

[illegible]
TOM EDWARDS

February 5, 1971 to March 18, 1971	No vinyl topcoat applied during period of film thickness checking by OSHD.
March 18, 1971	Letter from OSHD stating that Units EW1 and WE1 were generally suitable for vinyl topcoat painting, but no other units approved.
March 31, 1971	Meeting with OSHD at Salem to discuss paint system and to explain our position concerning the work performed to date.

Our contract states that certain work is to be completed before the elapse of 730 calender days and, in essence, this means that as far as structural steel is concerned, all Units except EW1, WE1, SE1, ES1, SE2, and ES2 have to be complete. Obviously the OSHD letter of March 18, 1971 is outside this time limitation and does not help to achieve the 730 day deadline. Due to the enforced stoppage of painting, we have been unable to place the concrete deck over the structural steel and the 730 day completion target is now impossible to achieve.

The delay in painting is still unresolved and to date we have lost 146 calendar days of time.

This time delay, plus any additional time it may take to resolve the situation, has been caused by reasons beyond our control, and we intend to make claim for the additional costs we have and will incur due to a revision in the scheduling of work that will be required. These costs will typically include our continuing job overhead, equipment rentals, work performed under new wage agreements, work performed posslbly during the next winter season under less ideal conditions, loss of use of retention monies due to extended contract period, stoppage and starting of work crews causing additional loss of production.

We are most anxious to recommence our work on the structural steel units and we trust you will do everything possible to effect an early restart to the work.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

RSE:hr

cc: Mr. Ivan Merchant

(blind copy: Mr. Tom Edwards) ✓

24 March 1971

A-H Job #G-001

Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: Mr. John Howard

Reference: West Fremont Interchange
Contract No. 7214

Dear Sirs:

We refer you to Contract Drawing No. 25025, Sheet 19, and in particular to the notes on the drawing concerning the method of pouring portions of the concrete decks of Units SE1 and ES1.

Due to the fact that the floor beams between Girders B2 and C1 are not connected until after pours A1 to A5 and B1 to B5 on both upper and lower decks are made, and the superelevation between Girders A and B and between C and E that exists, we are extremely concerned about the effect the concrete load will have on the girders.

We are not in a position to analyze this effect, but we do see that a certain rotation or torque will be imported to the various girders which we presume will be resisted by the ring girder anchor bolts at Pier 1 and by anchor bolts only for the lower deck at Pier 2, and by the ring girder anchor bolts for the upper deck at Pier 2.

Before pouring any concrete in these areas, we desire your assurance that the structural steel is stable and there will be no danger to the public, our employees, or other third parties if we carry out the work in accordance with the contract drawings.

We also request that you look at Units EW1 and WE1 and assure us that there is no inherent instability problems.

NOTED
TOM EDWARDS

Our current schedule calls for commencement of concrete placement on Units ESI and SEI in the next few days, and we look forward to receiving your early reply.

Yours very truly,

ANDERSEN-HANNAN

R. S. Everett

RSE:lr

cc: Ivan Merchant
Ed Hardt
Ralph Hannan
Hannan Construction Co.

RECEIVED
MAR 23 1971

7214

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 19, 1971

Pittsburgh Testing Laboratory
611 S. E. Harrison Street
Portland, Oregon 97214

Attention Mr. Donald R. Scott
Portland District Manager

Gentlemen:

East and WestFFremont Interchanges
Contracts 7310, 7311, and 7214
Painting Procedures

On February 24 I verbally requested a report from you covering the painting procedures in Vancouver, B.C. on the East and West Fremont Interchanges. This report was to be a detailed report of the painting operations as carried out by the fabricator and the inspection operations performed by your organization. Your report to me, dated March 8, 1971, goes into the details of overall shop inspection, which I did not request, and the portion of the report pertaining to painting is of an academic nature and does not fulfill the request of February 24.

As you know, a number of shipments of steel from Vancouver, B.C. have arrived in Portland with a shop-applied prime coat which does not meet the requirements of the contract specifications. The engineering contract between Pittsburgh Testing Laboratory and the State of Oregon requires your organization to inspect the paint procedures for compliance, in all respects, with the contract requirements. The inspection requirements in general are listed on page 10 of 10 of the inspection procedure requirements a part of the contract document.

Will you please give me a written report covering the following items, but not being limited to these, in order that we may have a clear picture of the shop procedures:

For a particular girder number (give number), give the following information:

1. Time on the paint line.

2. Curing time after completion of all painting and before exposure.

3. Time of taking mil thickness tests.

4. Number of mil tests - what determined the number.

5. Location of mil tests - what determined location.

6. Method and details of picking up holidays and thin applications after mil tests.

7. What percentage of the actual application time, as given in 1 above, was there inspection coverage by Pittsburgh Testing Laboratory and by fabricator.

8. Extent and details as listed above for fabricator's procedures. (Description of fabricator's quality control procedures.)

9. Any other items pertinent to the paint application, curing, or handling of completed sections or units.

It would be appreciated if this material could be received in this office not later than March 29.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED

IDM:dh

cc A. E. Johnson ✓

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 15, 1971

NOTED
R. L. PORTER

SUBJECT: West Fremont Interchange
Contract No. 7214
Contractor's Crane & Power Lines

To: Ivan Merchant
Bridge Engineer
State Highway Building
Salem

This is in response to your request of March 11th, for a report on Anderson-Hannan's operations of hoisting cranes on the subject project relative to the power lines in the area. Attached you will find a copy of a letter dated March 12th, from John Howard commenting on this together with a copy of the Workmen's Compensation Board's Safety Inspection report and two prints of the contract plans.

The print of sheet 4 of the plans shows the location of the Contractor's crane on March 8, 1971 when it's hoisting cable came in contact with PGE's transmission line. This is the third incident that we know of on this project when the Contractor's equipment has come in contact with aerial power lines. It appears to us that the Workmen's Compensation Board's "hard line" interpretation of the code governing operation of cranes near power lines is a result of these three incidences which are really due to careless handling of the cranes. Prior to this time, Contractors have been allowed to operate cranes in the vicinity of aerial lines so long as they stayed at least eight feet from said lines.

This "hard line" code interpretation mentioned above means that the Contractor cannot operate a crane when an aerial line is closer to the crane than it's boom length plus eight feet regardless of the actual proximity of the boom to the overhead line. The only exception to this is (1) if mechanical barriers which would be a swing stop and a boom stop are installed on the crane to physically prevent the boom from swinging or booming into the lines, (2) if the lines are de-energized or (3) if the lines are removed.

We believe this is a problem to be worked out by the Contractor and the Workmen's Compensation Board. If you have any further questions, please advise.

RECEIVED

RECEIVED
MAR 16 1971
BRIDGE DIVISION

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L Hardt
Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
Encs
cc: John Howard
Jack Hesla

RECEIVED
MAR 22 1971
FOR FILING

[illegible]
7214

R.I. Porter:

On 3/17/71 A.G.C. Committee met with Jim Wilder, chief accident Prev. of Board. Workmans Comp Ralph Hanna and Merchant attended. Mercer Steel operated Crane and Hanna admitted they were careless - Matters were resolved.

AEJ

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 12, 1971

SUBJECT: West Fremont Interchange
Stadium Fwy Project
Contract No. 7214

To: Mr. Edward L. Hardt

Ass't Metropolitan Engineer

O F F I C E

Attached is a copy of sheet 4 showing the location of Andersen-Hannan's crane that damaged Portland General Electric's line in 15th Avenue. The power company reported the accident. A copy of Mr. L.K. Austin's "Safety Inspection" is also enclosed. This line has been hit on one or two other occasions by the contractor, but we have been unable to gather any significant details.

The plans do not completely show this line, however, it is obvious when inspecting the jobsite. We believe the first paragraph on page 9 of the Special Provisions is adequate and responsibility of working equipment around the lines is the contractor's.

J. D. Howard
JOHN D. HOWARD
Resident Bridge Engineer

copy attached

RECEIVED
MAR 16 1971
BRIDGE DIVISION

cc: file
JDH :dh
enclosures

METROPOLITAN ENGINEER
RECEIVED
MAR 12 1971
☐ ME ☐ AME ☐ AME ☑ MDE ☐ MDE ☐ MTE

West Fremont Interchange Section

Portland General Electric and Pacific Power and Light have aerial transmission lines within the project which will remain in place but which can be de-energized for short periods as necessary for steel erection, etc. It will be the contractor's responsibility to contact the utility companies regarding actual locations and times of de-energizing.

7-28 Relations with Railroad Company

(a) General - As set forth in the standard specifications, particularly as given in, but not necessarily limited to, Article 7-28 thereof, the Contractor is responsible for the protection of property and persons and is responsible for damage to property, injuries to persons, et cetera, in relation to his operations or those of his subcontractors and employees in the performance of the work to be done under the contract and is to contact and make arrangements with the parties involved, as their interests may appear.

With particular reference to Railroad, its tenants or licensees, the provisions herein set forth are supplemental to the standard specifications.

The term "Railroad" as herein used shall refer to the Portland Terminal Railroad Company and the Spokane, Portland and Seattle Railway Company.

It is expected that the Railroad will co-operate with the Contractor to the end that the work may be handled in an efficient manner, but the Contractor shall have no claims for damages or extra compensation in the event his work is held up by the work of Railroad forces.

(b) Railroad Requirements - The Contractor shall co-operate with the Railroad where work is over or under the tracks, or within the limits of Railroad property, in order to expedite the work and to avoid interference with the operation of Railroad equipment.

The Contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The Contractor shall perform his work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

Form 804
Rev. 10-70

STATE OF OREGON
WORKMEN'S COMPENSATION BOARD
Accident Prevention Division
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON 97310

SAFETY INSPECTION

DATE March 8 cont. to March 10, 1971
COUNTY 26
SAFETY REP. L.K. Austin
NUMBER 54
TYPE OF OPERATION Bridge Const.
NO. OF EMPLOYES 59
ACTIVITY CODE 6533
INSP. TIME 10.00

EMPLOYER Andersen-Hannan
FIRM NUMBER 521335
LOCATION OF OPERATION N. W. Raleigh & 15, Portland, Oregon

IF NOT, LIST INSP. DATE AND CORRECTION NUMBER(S)
Have previous corrections been made? -----

Location and date of last inspection? SAME Feb. 10, 1971

NAME AND ADDRESS OF MANAGEMENT REPRESENTATIVE
Address correspondence re this inspection to Mr. Hannan, Proj. Supt., 3427 NE Halsey, Portland, Oregon

The following items are found to be in violation of the Safety Laws and Codes of the State of Oregon. These conditions must be corrected and NOTICE OF COMPLIANCE mailed to the Accident Prevention Division, Workmen's Compensation Board, Salem, Oregon 97310 by the following date March 19, 1971

1. The operation of any crane capable of vertical, lateral or swinging motion, under, over, by or near high-voltage lines, is prohibited, if at any time it is possible to bring the equipment within eight feet of the high-voltage lines. Except, however, that when such high-voltage lines have been effectively guarded against danger from accidental contact either by:

    1. The erection of mechanical barriers to prevent physical contact with the lines;
    2. De-energizing of the lines & grounding when necessary;
    3. Removal of the high-voltage lines;

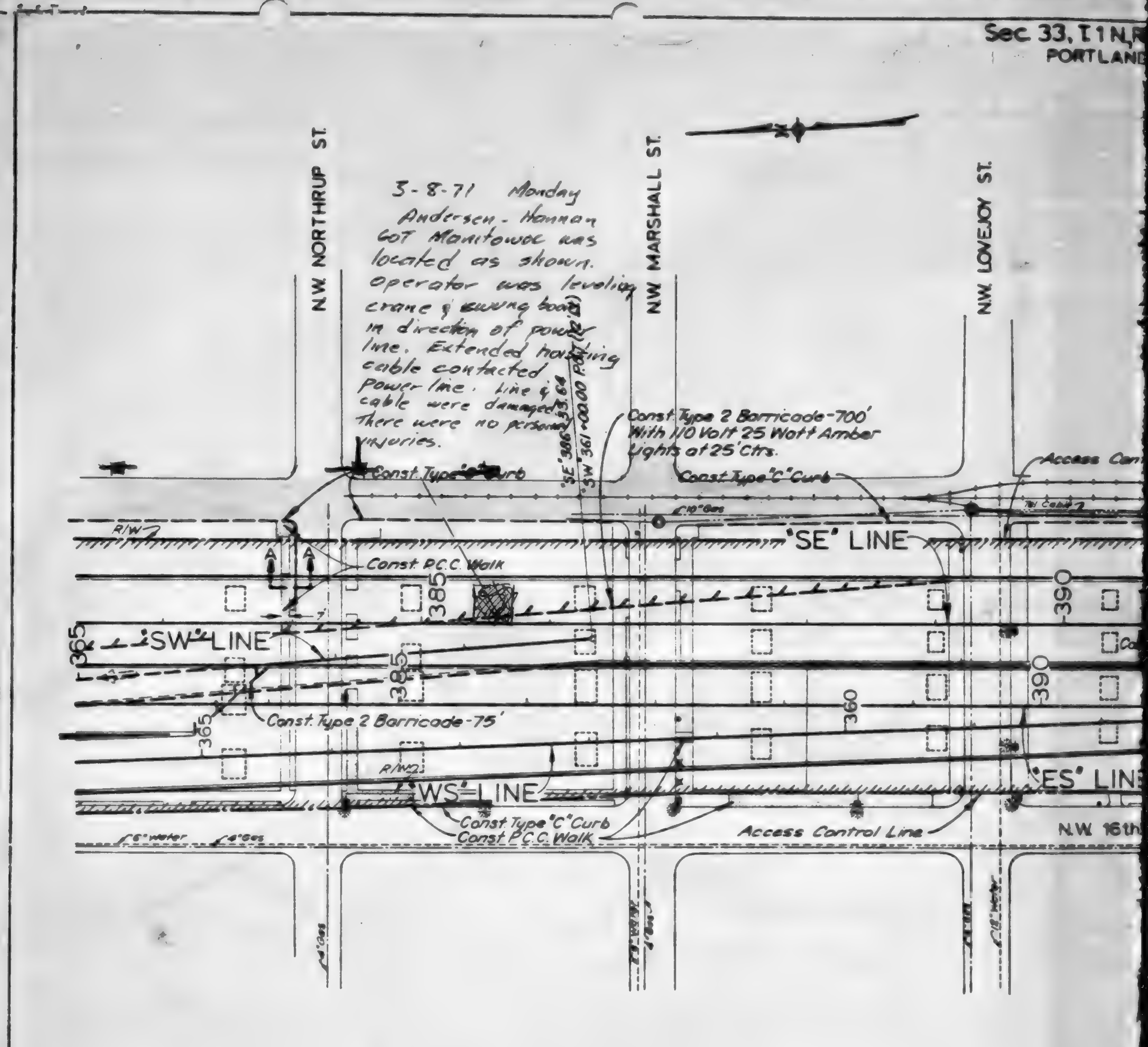
    Then and only then, may the eight foot clearance above mentioned be reduced.
    4-2-2

2. Temporarily and only for such time as required to comply fully with the above, every possible additional precaution shall be taken to reduce the possibility of contact with power lines. This shall include, but not be limited to, the assignment of a "safety watchman, signalman" whose sole responsibility shall be the direction of crane movements. Operators shall not be permitted to swing the boom beyond a line parallel with the direction of the power lines. 1-2-13, 1-2-14 and 1-3-10

Received by Richard H. Juhala Title Safety Engr. Compliance card left? YES

Make 4 copies: Original to Salem office, duplicate to employer, 3rd copy to supervisor, file 4th copy.

Note: See reverse side for employer's responsibility and right of appeal.



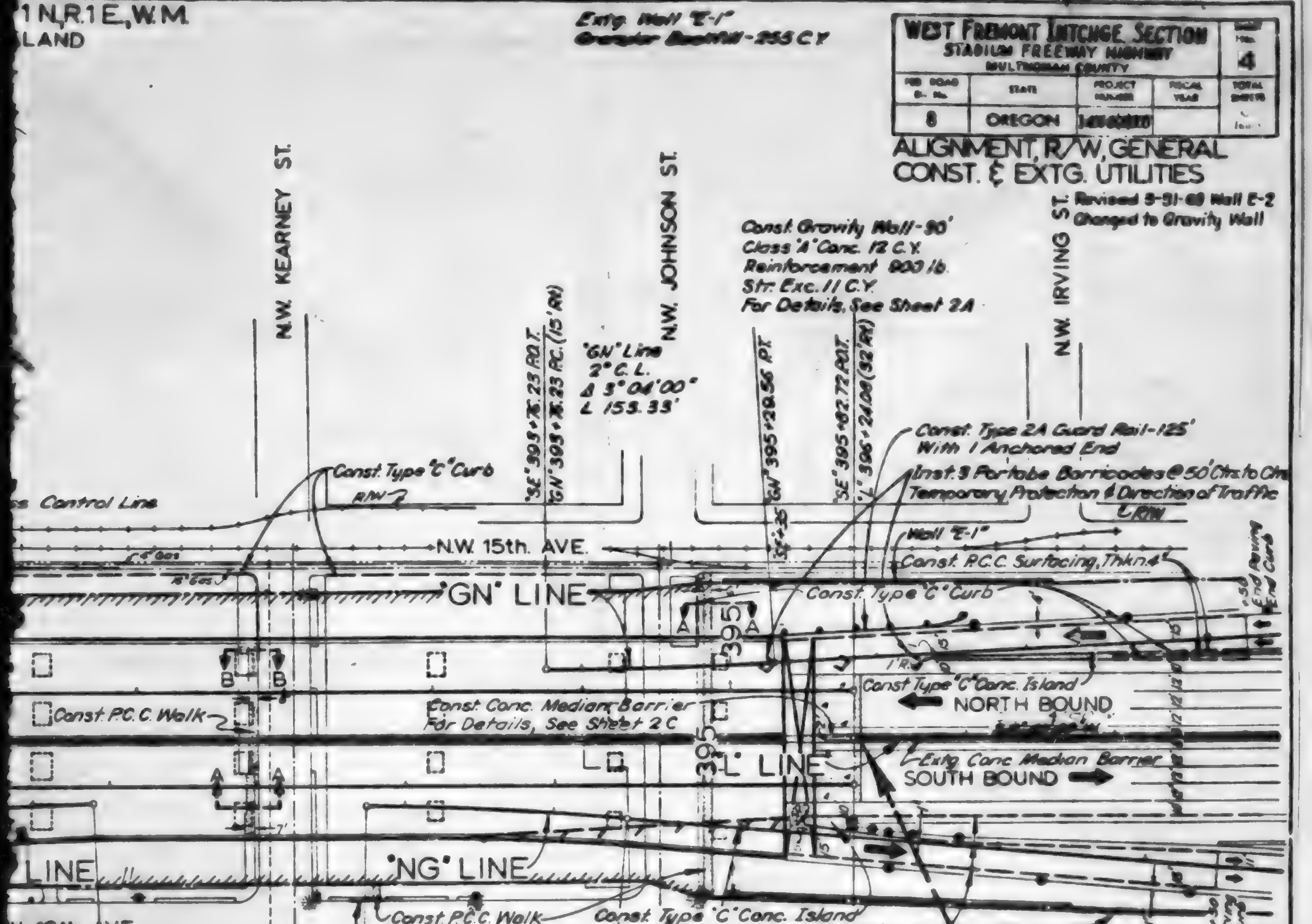
3-8-71 Monday
Andersen-Hannan
GOT Manitowoc was
located as shown.
Operator was leveling
crane & swung boom
in direction of power
line. Extended hoisting
cable contacted
power line. Line &
cable were damaged.
There were no personal
injuries.

9V-342 R

WEST FREMONT INTCHGE. SECTION STADIUM FREEWAY HIGHWAY MULTNOMAH COUNTY				Sheet No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		

ALIGNMENT, R/W, GENERAL
CONST. & EXTG. UTILITIES

Revised 8-31-68 Wall E-2
Changed to Gravity Wall



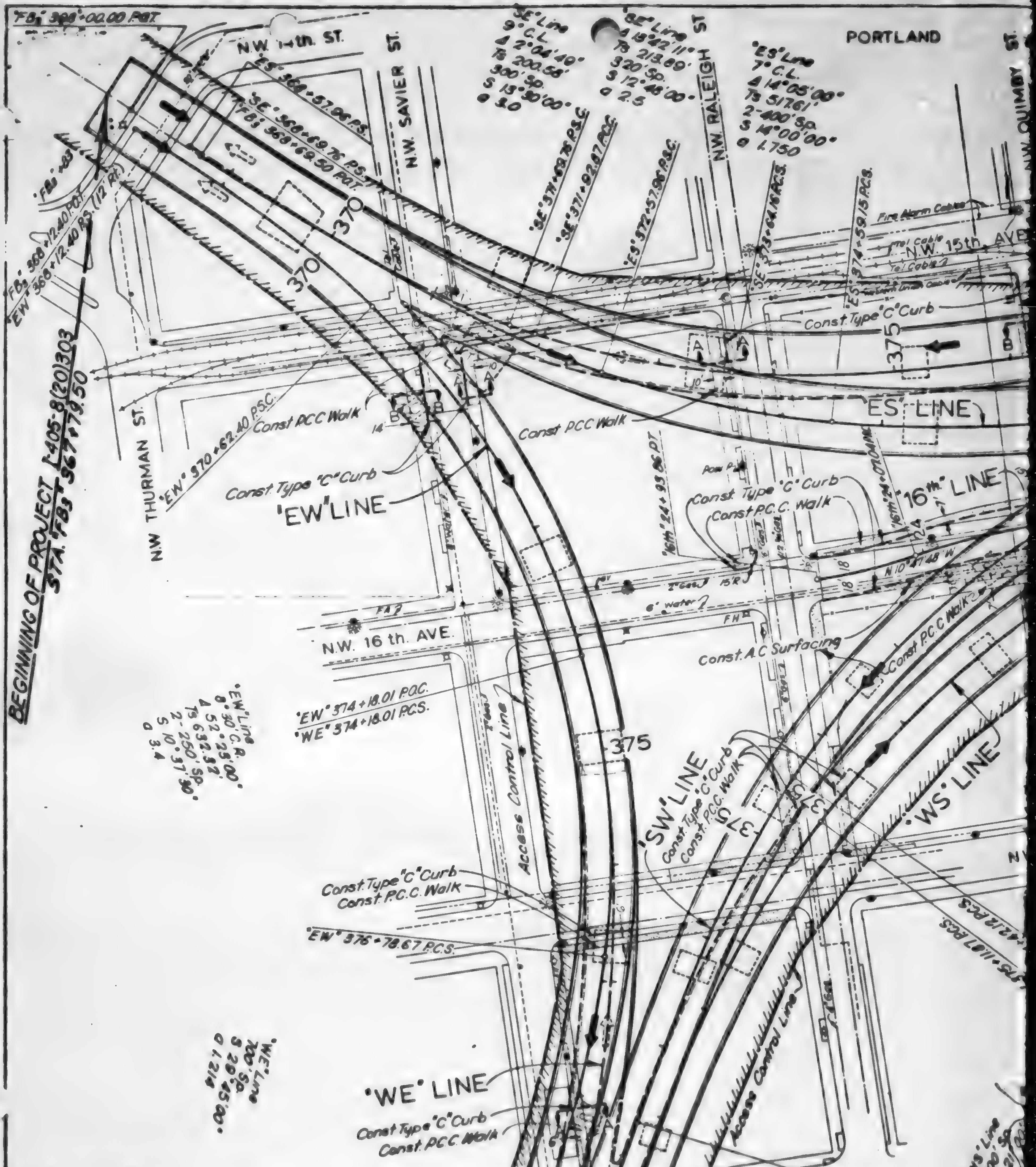
Drainage Plan, See Sheet 4A
Removal Plan, See Sheet 4B
Temporary Connection Removal, See Sheet 4C
Profiles, See Sheet 4D & 4E

☐ Bridge Footings

Inst. 12 Y-2 Guide Posts Shown Thus ● (Salvaged - 9) (New - 3)

Const. Reinf. Conc. Bridge Panels Full Deck Width Shown Thus ☒
Drg. No. 2070

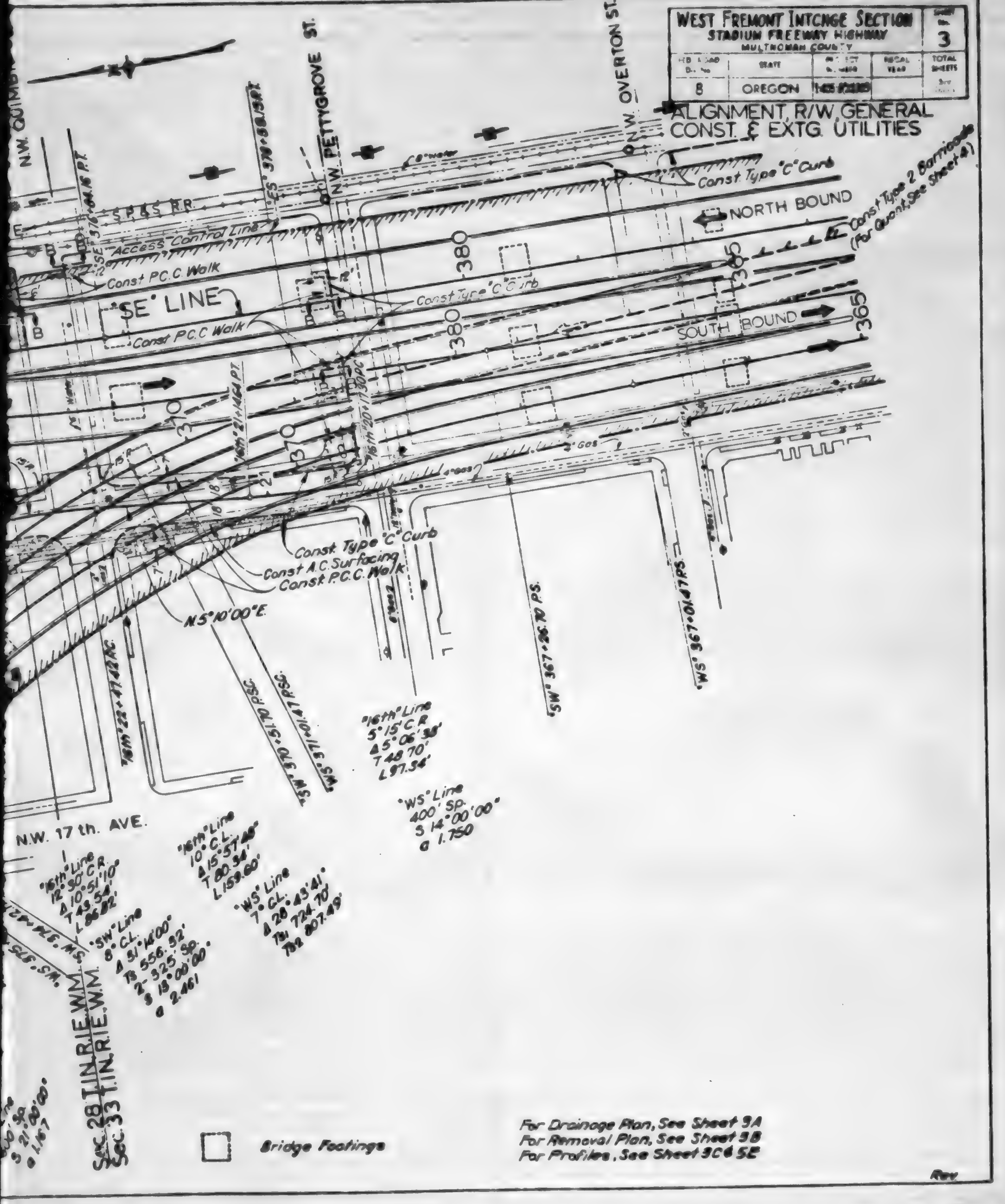
Rev.


"FB3" 368+00.00 P.O.T.
N.W. 14th. ST.
N.W. SAVIER ST.
'SE' Line
9° C.L.
Δ 2°04'40"
Ts 200.58'
300' Sp.
S 13°30'00"
e 3.0
'SE' Line
Δ 15°42'11"
Ts 213.89'
320' Sp.
S 12°48'00"
e 2.5
NW RALEIGH ST
PORTLAND
'ES' Line
7° C.L.
Δ 14°05'00"
Ts 517.61'
2-400' Sp.
S 14°00'00"
e 1.750
NW QUIMBY ST
'ES' 368+57.96 P.S.
'SE' 368+69.76 P.S.
'FB3' 368+69.50 P.O.T.
'SE' 371+69.76 P.S.C.
'SE' 371+92.47 P.C.C.
'ES' 372+57.96 P.S.C.
'SE' 373+64.16 P.C.S.
'ES' 374+59.15 P.C.S.
Fire Alarm Cable
Tel Cable
N.W. 15th. AVE
Const. Type 'C' Curb
375
'ES' LINE
'FB3' 368+12.40 P.O.T.
'EW' 368+12.40 P.S. (12 Rt.)
BEGINNING OF PROJECT I-405-8(20)303
STA. 'FB3' 367+79.50
NW THURMAN ST.
370
370
'EW' 370+62.40 P.S.C.
Const PCC Walk
Const PCC Walk
Const. Type 'C' Curb
'EW' LINE
'16th' LINE
Const. Type 'C' Curb
Const P.C.C. Walk
N.W. 16th. AVE.
6" Water
Const. A.C Surfacing
Const. P.C.C Walk
'EW' 374+18.01 P.O.C.
'WE' 374+18.01 P.C.S.
'EW' Line
8°30' C.R.
Δ 52°25'00"
Ts 632.32'
2-250' Sp.
S 10°37'30"
e 3.4
375
Access Control Line
'SW' LINE
Const. Type 'C' Curb
Const. P.C.C. Walk
375
'WS' LINE
Const. Type 'C' Curb
Const. P.C.C. Walk
'EW' 376+78.67 P.C.S.
'WE' Line
700' Sp.
S 20°25'00"
e 1.214
Access Control Line
'WE' LINE
Const. Type 'C' Curb
Const. P.C.C. Walk
NW 18th. AVE.
Const Type 2 Barricade
(For Quant., See Sheet 5)
Access permitted to ℄ across the R/W adjacent to and under Structures

9V-342

WEST FREMONT INTCNGE SECTION STADIUM FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		

ALIGNMENT, R/W, GENERAL CONST. & EXTG. UTILITIES



For Drainage Plan, See Sheet 3A
For Removal Plan, See Sheet 3B
For Profiles, See Sheet 3C & 3E

RECEIV
MAR 13 1971

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

March 12, 1971

7214

Anderson-Hannan Joint Ventures
1626 N. W. 16th Avenue
Portland, Oregon 97209

Re: West Fremont Interchange
Contract No. 7214
Primed Surfaces of Structural Steel

Gentlemen:

This will acknowledge receipt of your letter of March 5, relative to primed surfaces of structural steel which does not meet the specifications. This material is in variance with the specifications in that it does not have the proper thickness of three mils. This is evidenced in many cases by signs of rust on the base material. This letter contends that you "have complied in all respects with the prime coat specification". You mention our inspector's reports at Vancouver, B. C. to support this contention.

Visual inspection of the structural steel in question is a simple method of determining whether or not the prime coat painting complies with the specifications. Areas can be found with paint coverage ranging from "none", through "not thick enough to measure" to and beyond the three mils specified. Furthermore, your attention is directed to the last paragraph of article 5-11 of the Standard Specifications for the project which state "The performance of work under inspection shall in no way relieve the contractor from his obligation to perform the same in strict accordance with the requirements of the specifications and plans or relieve him from his responsibility in case work is not so performed".

We feel that whatever measures are necessary to bring this paint into compliance with the specifications are your obligation and that no additional compensation is warranted. If you feel otherwise, then payment for the work, subsequent to its performance, will have to be handled on a claim basis.

Our survey of the material in question is being made with your construction schedule in mind, and you will be kept continuously informed of the findings. In the meantime, we are looking to you for a proposal for repair of the paint film which is still sound but is deficient in film thickness.

J. D. Howard
John Howard
Resident Engineer

RECEIVED
MAR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JDH:pb
cc: A. E. Johnson
Ivan Merchant
R. L. Schroeder

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

TOM McCALL
GOVERNOR

I-405-8(20)303
7214

NOTED
A. E. JOHNSON

February 5, 1971

Mr. Ralph Hannan
Andersen-Hannan
P.O. Box 13367
Portland, Oregon 97213

Re: Alleged Discrimination Complaint
West Fremont Interchange Section
Contract No. 7214
Fed. Aid Project I-405-8(20)303

Dear Ralph:

I have just been notified that the discrimination complaint filed by Mr. Alex Eaden has been referred to the Equal Employment Opportunity Commission by the office of Federal Contract Compliance. The matter has been assigned a File No. OFCC-N-206. When I receive further information regarding this matter, I will notify you.

Very truly yours,

F. D. Morgan
Construction Engineer

By

D. E. Swan
EEO Engineer

DES:fr

bc: A. E. Johnson
R. E. Simpson
R. L. Schroeder
John Howard
Civil Rights Division
AGC

STATE HIGHWAY ENGINEER

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: February 5, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Projects I-405-8(17)303, I-405-8(20)303, I-405-8(22)304
Fremont Bridge, West Fremont Interchange, and East Fremont Interchange
Signing Revisions

Your December 18 letter indicated that for various reasons it is not feasible to make revisions in the signing on the subject projects as suggested in our December 7 memorandum. We believe there are revisions which can be made in accordance with the Interstate Sign Manual which would improve the signing. We will arrange to discuss these revisions with you.

2-12-71

REFERRED TO
Crandall
BY ASST. STATE HWY. ENGR

NOTED
TOM EDWARDS

Johnson

RECEIVED
FEB 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-405-8(20)303

Form E-206—6M

RECEIVED
FEB 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7214

STATE COPY G-AP

APPROVED EFFECTIVE DATE 1-27-71
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 2-3-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Fremont Interchange

Highway Stadium Freeway

County Multnomah

Contractor Andersen - Hannan

Address 1626 N.W. 16th Ave., Portland, Oregon 97209

Date Jan. 29 1971

Contract No. 7214

Prefix 626-1011

F. A. Project No. I-405-8(20)303

Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install trial noise dampeners on an expansion joint assembly. Number of noise dampener assemblies and location to be as directed by the Engineer.

1 - Maximum equipment rental rate allowable as per AGC agreement.

2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

At location selected by Engineer

Estimate of quantities and cost:

Labor	$300
Equipment	100
Materials	400
TOTAL =	$800

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The above work is experimental to check the designs on drawings B392 and B393 and other possible alternates. Also it should give a better estimate of the whole job cost. For the complete job 1,260 shim assemblies on drawing B-392 and 1,749 roller assemblies on drawing B393 are required.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line for use of Salem Office
Project authorization	$20,868,472.90	
Present estimate of project cost, including $800.00 for work under this order	$20,305,216.37	
Expected under-run amount	$563,256.53	
Expected under-run per cent	2.70	

Submitted by: J. D. Howard
Resident Engineer

Approval Recommended: Walter J. Hart
Construction Engineer or Bridge Engineer
Adm.

Approval Recommended: Edward C. Hardt
Division Engineer

Approved: [illegible]
Deputy State Highway Engineer,
Assistant State Highway Engineer or

2-12-71

I-405-8(20)W. Fremont Interchange Section 1969
303 Stadium Frwy. in Portland (Grad., pav.,
#7214 struct., sign. & illum.) Folder #2

CIA 3678
3828
4366

RECEIVED
DEC 18 1970

FOR FILING

[illegible]

7214

December 18, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 08-35-DA

Your letter of December 7 made several comments comparing the requirements of the new "Interstate Sign Manual" with signing currently under contract at the East and West Fremont Interchanges, as well as the Fremont structure proper.

The entire signing plan for this section is extremely complex and was worked out over a long period of time by Mr. Tom Edwards, Mr. L. E. George and Mr. Gordon Brooks, previously of your office. Not only the sign messages and sign sequences are critical, but the physical dimensions of the signs themselves are critical with respect to vertical clearances. This is particularly true on the bottom deck of the Marquam Bridge.

In addition to receiving approval from your office during the preliminary design stages for this signing, various county and city governmental units have approved the signs as they are now contracted. It is our opinion that it is not feasible to make revisions in the signing on these three contracts.

Your letter also suggests that the practice of interchange numbering be instituted. The mile-posting system in Oregon started in the early 1930's, and the entire record-keeping system of the Highway Division is based upon our current mile-posting plan.

As you know, to number the interchanges according to current standards would require a reversal of the mile posts on our Interstate System, which would in turn require a complete change in our record-keeping system. The problems generated by this change will require study to determine a suitable method of correlation of records.

When the Highway Division has evolved a suitable solution for the problems that will arise, we will give further consideration to interchange numbering.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall

LEG:mk sr

RECEIVED
JAN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-... 1-5174

STATE COPY 6-157

APPROVED EFFECTIVE DATE 12-23-70
Contingent upon modification of project agreement if additional funds are required
BY E J Valach
TITLE Dist. Engineer
DATE 12-29-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Fremont Interchange ✓
Date Dec. 14 1970
Highway Stadium Freeway ✓
Contract No. 7214
County Multnomah ✓
Prefix 626-1011 ✓
Contractor Andersen - Hannan ✓
F. A. Project No. I-405-8(20)303 ✓
Address 1626 N.W. 16th Ave., Portland, Oregon 97209 ✓
Order No. 11 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Lower steel girders at "WE" expansion joint 6 approximately 1½ inches.

1 - Maximum equipment rental rate allowable as per AGC agreement.

2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

"WE" 378 + 05.72

Estimate of quantities and cost:

Labor	$500
Materials	$350
Equipment	$350
TOTAL =	$1,200 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As the girders are now set the expansion joint assembly that attaches to the top flange would be over one inch above finish grade. Incorrect elevation for setting the hanger assembly was given by State forces.

NOTED TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$20,868,472.9	✓
Present estimate of project cost, including $1,200.00 ✓ for work under this order	$20,146,537.9	
Expected under-run ~~over-run~~ amount	$721,934.9	
Expected under-run ~~over-run~~ per cent	3.46	

Submitted by: J. D. Howard
Resident Engineer

Approval Recommended: Walter J. Hart
Construction Engineer or Bridge Engineer
Salem

Approval Recommended: Edward Hurlburt
~~Assistant~~ Division Engineer

Approved: [illegible]
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~ Office Engineer
Construction
1-4-71

SP*23577-734

RECEIVED
JAN

Form FHWA-121 (12-6
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 9, 1970

In reply refer to: 08-35.6/439.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. A. E. Johnson

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary, No. 35-70-EID(4S)34
Structural Steel Fabrication

Through the construction season of 1970 we conducted a series of inspections-in-depth of Structural Steel Fabrication and the inspection control exercised by consulting firms on the following projects:

I-405-8(17)303, Fremont Bridge Superstructure
I-405-8(20)303, West Fremont Interchange
I-80N-6(42)256, La Grande Section

We received your comments on each project report submitted and find your replies satisfactory.

Our overall impression of the consultant fabrication inspection was quite good. We feel that your controls and the resultant work has improved since we last inspected this work several years ago.

The purpose of this summary report is to bring to your attention two problems which we found to occur on a Statewide basis:

1. The first concerns the general quality of work. Your inspection consultants are doing a satisfactory job but without exception several minor items have needed correction. These are items like rod drying, welding without proper cleaning, poor weld profiles, etc. To reduce these small problems it is suggested that you consider a policy of sending one of your expert welding people to each out-of-State fabrication site early in the project life to point out areas of concern and to evaluate the inspection consultants effectiveness.

NOTED
TOM EDWARDS

2. The second area of concern is communication between all of the parties involved in a job. At best this is a problem, but it gets worse when a design consultant is involved. Somebody in the State must act as a clearinghouse to be sure everyone is informed of all changes and decisions that affect the work.

copies to
Merchant +
Jenkins
1-7-71

RECEIVED
DEC 10
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEC

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-405-8(20)303

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

A 214

DATE: December 7, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(17)303, I-405-8(20)303 & I-405-8(22)304
Fremont Bridge, West Fremont Interchange & East Fremont Interchange
Signing Revisions

FHWA Notice TO-1 dated November 13, 1970, subject Official Standards for Street and Highway Traffic Control Devices, requires that special attention be given to all signs on projects under construction where conformance to the requirements of the new Interstate Sign Manual is feasible. In line with this requirement the planned signing for the subject projects has been reviewed in considerable detail. As a result several changes in the signing are considered necessary in order to fully comply with the requirements of the Interstate Sign Manual. The following list includes both necessary and suggested revisions in the signing for these projects:

1. All signs should adhere to the prescribed horizontal and vertical sequences for route markers, cardinal directions, destination names, arrows and other components of the sign display i. e. all route shields and cardinal directions should appear above the destinations.

2. Signs 16 and 35 on the East Fremont project and Sign 1 on the Fremont Bridge project incorrectly combine an I-5 South route shield with "The Dalles" as a destination.

3. The destinations on Signs 8, 13, and 17 (West Fremont) should be reversed in order to effect proper lane assignments.

4. The Interstate sign manual indicates that it is desirable to limit destinations to one per sign, or to a total of three in a display where two or more signs are placed on the same support. It is recommended therefore that Signs 11, 12, 16, and 18 on the West Fremont project and Signs 13, 15, and 10 on the East Fremont project include only one destination. The proper route shields should be added to Sign 18 on the West Fremont and Sign 10 on the East Fremont.

Discuss

5. The use of Vancouver as a destination is questioned since it does not appear as a destination anywhere else in the Metropolitan area.

(more)

orig to Crandall, pl
discuss 12-9-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

In addition to the above it is suggested that a detailed review be made of all signing on these projects to make certain that all elements such as interchange numbering, use of down arrows, and "Next Right" legends, and lettering, marker, and numeral sizes are in full conformance with the requirements of the 1970 Interstate Sign Manual.

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DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 - 1970

I-405-8(20)303
7214

December 2, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7214
Prefix 626-1011
FAP I-405-8(20)303

Dear Sir:

Unit "A" work under Contract No. 7214, West Fremont Interchange Section of the Stadium Freeway in Multnomah County, was completed on November 25, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

VG:fw

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NOV 30 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-8([illegible])303

7214

November 24, 1970

Andersen-Hannan
P.O. Box 13367
Portland, Oregon 97213

Attn: Mr. Ralph Hannan

Re: EEO Compliance Review
West Fremont Interchange
Contract No. 7214
Federal Aid Proj. I-405-8(20)303

Dear Ralph:

Reference is made to the Federal Highway Administration's compliance reviews of April 22 and 27, 1970 on the subject contract. We requested that you submit six monthly progress reports indicating your progress in your planned affirmative action, hiring practices and training and promotion of minorities.

The Federal Highway Administration now agrees that your EEO posture has been improved by the actions covered in the first five reports and the matter can now be closed. Your Company is considered to be in compliance with the contract EEO provisions. Your cooperation in this matter has been appreciated.

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
EEO Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
R. L. Schroeder
John Howard

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NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT
METROPOLITAN SECTION
5821 N. E. Glisan   Portland, Oregon 97213   Phone 229-6971

November 23, 1970

I 405 [illegible]

7214

ANDERSON-HANNAN
1626 N. W. 16th Avenue
Portland, Oregon 97209

Re: West Fremont Interchange
Contract No. 7214

Gentlemen:

Vinyl paint recently applied as part of your work on Contract No. 7214 is not satisfactory and is not acceptable due to imperfections in the surface.

Since our specifications for the project require you to provide a paint system which is compatible within itself and one whose vinyl coat is fully resistent to the elements, we are looking to you for a proposal which will accomplish the required results.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

NOTED
A. E. JOHNSON

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

bcc: A. E. Johnson
Ivan Merchant
John Jenkins
John Howard

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1970
FORM E-30 (REV. 10-69)
FOR FILING

[illegible]
7214

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 20, 1970

To: Memo to the File

SUBJECT: Fremont Superstructure,
Contract 7276
East Fremont Interchange,
Contracts 7310 and 7311
West Fremont Interchange,
Contract 7214
Vinyl Paint

On November 20 a field inspection of structural steel painted with inorganic zinc primer and vinyl topcoat was made at Swan Island and the West Fremont Interchange by Messrs. Johnson, Merchant, Schell, Hardt, Cunningham, Howard and various representatives of the paint suppliers—Enjay and Mobil—and the painting subs—Klaas and Kreiter. The purpose of this inspection was to observe the "bubbling" and "cratering" which has plagued the vinyl paint application to date.

On Swan Island where Klaas is using Mobil paint on the superstructure steel, the group observed a panel of steel which had had 16 wet mils - 5 dry mils of vinyl applied which had numerous bubbles. There were also panels with lessening amounts of vinyl applied as a "primer" coat over which an additional coat of vinyl was applied during the group's presence. The most promising combination was one which had 6 wet mils - 1+ dry mils which was reasonably free of bubbles, over which was applied 10 wet mils - 4 dry mils which had a few bubbles. This panel was still not acceptable from the point of view of bubbling but indicates that with the proper combination of coats considerable improvement in this problem can be made.

At the West Fremont Interchange where Kreiter is using Enjay paint Don Bozeman, representing Enjay, showed the group a number of test panels on which various combinations of vinyl paint formulations and coats were tried. The attached sheets are Bozeman's notes of these tests. The most promising was "Second Bay, Panel 3L" where the standard formulation thinned with one half pint per gallon of MEK was applied in one coat.

It was agreed by all that this panel represents an acceptable vinyl coating and would be used as an inspection standard for future work. It was also agreed that both contractors using Enjay paint would be allowed to proceed with this modified formula on an experimental basis to determine if an acceptable production paint job could be obtained.

R. L. Schroeder
Metropolitan Engineer

by

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:lh
Enc
cc: A.E. Johnson, w/Attach.
Ivan Merchant "
John Jenkins "
R.O. Cunningham "
John Howard "
Bob Shotwell "

RECEIVED
NOV 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Oct. 31, 1970 Paint Test
West Fremont Interchange

Pg 1 of 2

Conditions:
Air Temp. = 54°F
Rel. Humid. = 53%
Surface Temp., left side web = 64°F
right side web = 73°F

1st Bay Not available

2nd Bay, Panels 1R, 2R, 3R, 2L
product: New formulation, no thinning
2 coats, 5 minute interval
Result: Excellent (An occasional bubble located where vinyl is 8+ dry mi

---

2nd Bay, Panel 3L
†
product: OSHD Formulation with 1/2 pt./gallon MEK
1 coat
Result: Acceptable (few tiny bubbles plus some 3/16" ± ⌀.)

3rd Bay, Panels 1L, Top of 3L, and Diaphram
product: New formulation with 1 pt./gallon Isophorone
2 coats, 2 minute interval
Result: Acceptable (some foam, or small bubbles)

3rd Bay Panel 3R, Bottom of 3L
product: New formulation with 1 pt./gallon Isophorone
1 coat
Result: Acceptable (we probable could have better results with only 1/2 pt./gal. thinner)

4th Bay Panel 1L
product: New formulation, no thinning
2 coat, 1 1/2 min. interval
Result: Acceptable (small bubbles)

4th Bay, Panels 1R, 2R
product: New formulation, no thinning
1 coat
Result: ???

4th Bay, Panel 2L
product: New formulation, no thinning
1 coat
Result: Acceptable (some small bubbles)

RECEIVED
NOV 30 1970
FOR FILE

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7214

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 20, 1970

In reply refer to: 08-35-DA/950.12

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange
EEO Compliance Review, R8-40-150
Andersen-Hannan

NOTED
A. E. JOHNSON

I have discussed closure of the Andersen-Hannan compliance review with our FHWA Regional office. It was agreed that the contractor has taken affirmative action to improve his EEO posture; therefore we are closing the compliance review. Please notify Andersen-Hannan of our decision.

11-23-70
Orig to Morgan

Johnson

RECEIVED
NOV 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 30 1970

FOR FILING

[illegible]
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3 November 20, 1970

NOTED
A. E. JOHNSON

SUBJECT: Painting
East and West Fremont Interchanges
Stadium Freeway
Multnomah County
Contracts 7214, 7310, 7311

To:

Memo to the Files

On Wednesday, November 18, 1970, at 2:10 p.m. a meeting was convened in the conference room of the Highway Building in Salem, Oregon to discuss a problem with the vinyl paint system on the East and West Fremont Interchanges. A listing of those in attendance and their affiliation is given on a following page.

Mr. Bugge opened the discussion with a statement of the problem as it relates to the East Fremont Interchange. It was indicated that a similar problem exists on the West Fremont. The contractor states that they believe the vinyl top coat of paint applied and the method of application are within the context of the specifications but that the work is still not acceptable under these specifications or to the State's inspectors. The contractor wishes a statement from the State on what further action should be taken.

Mr. Everett commented that the problem with the paint system is seriously hindering work on West Fremont. Forming for the deck on the steel units cannot proceed in an orderly manner until the problem with the paint system is resolved.

Mr. Bugge stated that it was his observation that such problem as may exist was one of bubbling of the vinyl top coat. He stated again that he feels his painting subcontractor has followed the specifications and still cannot get a job acceptable to the State. Mr. Johnson stated that in Enjay's letter of November 6, 1970, it was indicated that there is a way to solve the problem being experienced.

Mr. Merchant stated that the top coat should not pinhole. Mr. Bozman stated that all vinyls have pinholes to a degree and that it is not possible to completely eliminate their presence. He further stated that there are requirements of the project specifications which are not compatible with vinyl paint. He defined the following industry terms relating to paint systems:

Crater - paint bubbles that break.

Bubbling - gas entrapment.

Pinholes - caused by gas passing through paint film that breaks the film and the film does not seal in.

Mr. Blue stated that pinholes are very small and not normally visible to the eye without magnification.

Mr. Hardt stated that the problem area is with bubbling. Mr. Johnson called to the attention of Mr. Bozman and Mr. Blue that in Enjay's report of August 12, 1969, on this paint system, Enjay had indicated that there was a problem with bubbling. Mr. Bozman stated that he believed the paint system was within the acceptance level of the industry. Mr. Blue commented that Enjay believes that their product - the vinyl top coat - will meet the requirements of the State. He indicated that no vinyl will be completely free of pinholes.

Mr. Chidsey questioned Mr. Bozman and Mr. Blue as to why no one in the industry questioned that requirement of the specifications before this time. The specifications were discussed with a number of representatives of the paint industry including considerable discussion with Enjay during the formulation stage of the project.

Mr. Bugge stated again that the problem is with bubbling. Mr. Shotwell concurred with this.

Mr. Merchant indicated that Enjay had agreed that the paint system could be applied under the specification. Mr. Bozman stated that Enjay believes the specifications contains several errors. He said that Enjay recognizes the intent of the specification but that they interpreted the wording to be the general acceptance level of the industry. He stated that there is no way a pinhole-free top coat can be applied.

Mr. Merchant quoted out of Enjay's report of August 12, 1969. In the supplemental section of that report a statement is made that a tack coat was used to break up a problem with bubbling.

Mr. Merchant stated that Enjay made a claim that a bubble-free paint system can be done and that the State wants it to be done. Mr. Merchant referred to the project specifications which indicated that a tie coat was permitted if necessary to obtain the completed paint system.

Mr. Bugge and Mr. Everett stated that the specs were clear under the paint heading "Description of Work"; that the vinyl top coat was to be a one-coat system. Mr. Bozman stated that the paint system being used met the requirements of the specification except for the presence of pinholes. Mr. Merchant disputed this point. Mr. Blue indicated that pinholes will seal themselves from within the system. Mr. Hardt questioned that if the inorganic zinc primer will seal, what good is the vinyl top coat? Mr. Bozman answered that the vinyl was needed to improve appearance and to extend the paint life.

Mr. Bugge again stated that the problem is with bubbles and not pinholes. Mr. Bozman said that if the bubble is not broken the paint will seal. He claimed that the solvent will escape if the bubble is not broken.

Mr. Klaas indicated that the reason that a good job was obtained in the box beams at the rings was the lack of moving air allowed the solvent in the air to hold the surface open and permit the escape of solvent from the paint surface.

Mr. Johnson once again referred to Enjay's letter of November 6, 1970, and the statement therein that a method was available to solve the problem at hand. He emphasized that the State wishes to hear what Enjay's proposed solution is. Mr. Bozman said that a possible solution to the problem would lie in the interpretation of the validity of the paint specification. He stated that the difference in what is considered acceptable by the paint industry and what is acceptable to the State needs to be resolved.

Mr. Klaas indicated that the SSPC specifications say that pinholes should be expected and accepted in a vinyl system of this thickness. He said that they have tried one mil to ten mil coats wet and that they all bubbled.

Mr. Johnson indicated that this discussion could go on indefinitely that the State wanted Enjay's proposed solution to the problem. Mr. Bozman said that a completely bubble and pinhole free surface cannot be obtained. Enjay believes that the coating is suitable for the purpose intended. He indicated that the temperature of the steel had a great effect on paint film performance.

Mr. Kreiter stated that a mist coat-top coat system is a two-coat system and not a one-coat system as per the specifications.

Mr. Bozman said that there is a difference in the acceptance level between the State and industry standards.

Mr. Shotwell stated that there were numerous bubbles in a size up to the size of a little finger. He questioned the final appearance of such a surface.

Mr. Bozman stated that the formulation of the vinyl to improve the performance of the paint system cannot be done under the present specification. Bubbles will occur where the build up exceeds that specified. Mr. Blue suggested that an extended drying time be considered.

Mr. Mandrell suggested that Enjay furnish a sample paint panel as to what they consider acceptable. Mr. Bozman indicated that the best example of what he considered acceptable was in the West Fremont structure. The section referred to incorporated a paint with an extended drying time.

Mr. Klaas commented that one basic point they would like to see come out of this discussion is a meeting of the minds on what is acceptable. Can the acceptance level between interior and exterior surfaces be different? He also pointed out that all of his previous experience with this type of paint system was with multiple coats. The problems are compounded with paint thickness. With a multiple-coat system the problems are less. An acceptable level of performance needs to be recognized and agreed to.

Mr. Bugge commented on permitting different levels of acceptance between interior and exterior surfaces. This could have a telling effect on job progress. The need to proceed is a paramount item.

Mr. Merchant commented that we are now in the worst season of the year from a weather standpoint for painting in the Portland area. Mr. Bugge commented that the actual painting operation is quick when weather permits.

Mr. Merchant stated that the State was not happy with the paint industry to date in fulfilling their claims of performance with this paint system. Mr. Bozman admitted that all factors were not fully understood on the paint performance, that there are problems in Portland which have not been experienced previously.

Mr. Johnson asked if a job satisfactory to the State can be done with a two-coat system. Mr. Klaas indicated that this could not be done with the present paint formulation. A change in formulation is needed.

Mr. Johnson again asked Enjay for their proposed solution to the problem. Mr. Bozman said that a job satisfactory to the State can't be done under the present specifications, a change in the specifications is needed, a change to a two-coat vinyl system with a different formulation is needed, a vinyl primer one mil dry with a four mil vinyl top coat.

Mr. Johnson requested that Enjay supply the State with the proposed formulation.

Mr. Klaas asked if they could proceed with painting of the interior surfaces. Mr. Johnson indicated in the affirmative if they can get a job acceptable to the State. Mr. Klaas said that at present to get an acceptable job requires two coats, this is costly and can be done only on a temporary basis.

Mr. Bugge asked if what the State wanted was a statement from the contractor with a definite proposal to correct the problems with the paint system. Mr. Johnson affirmed that this was what the State desired.

There being no further discussion, the meeting was adjourned.

Walter J. Hart

Walter J. Hart
Bridge Administration Engineer

WJH:dh

cc A. E. Johnson
Ivan D. Merchant
Edward L. Hardt
James E. Chidsey
Robert Shotwell
John Howard
Walter J. Hart
Dean Mandrell

Persons in attendance:

A. E. Johnson, Oregon State Highway Division
Ivan D. Merchant, Oregon State Highway Division
Edward L. Hardt, Oregon State Highway Division
James E. Chidsey, Oregon State Highway Division
Robert Shotwell, Oregon State Highway Division
John Howard, Oregon State Highway Division
Walter J. Hart, Oregon State Highway Division
Dean Mandrell, Oregon State Highway Division
John A. Kreiter, Industrial Painting & Sandblasting
John R. Kreiter, Industrial Painting & Sandblasting
Frank A. Klaas, Klaas Bros., Inc.
John R. Gray, Donald M. Drake Co. (Drake-Willamette)
Wm. A. Bugge, Donald M. Drake Co. (Drake-Willamette)
R. S. Everett, Andersen-Hannan
D. B. Bozman, Enjay Chemical Co.
D. Blue, Enjay Chemical Co.

RECEIVED
NOV 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

#7214

CANRON LIMITED WESTERN BRIDGE DIVISION

145 WEST FIRST AVENUE, VANCOUVER 10, B.C. – TEL. 874-2311

November 17, 1970
4900/5000/13

Oregon State Highway Dept.
Highway Bldg.
Salem, Oregon 97310
U S A

Attn: Mr. Ivan D. Merchant

7214 4/17/69

7310
11
12 } 8/28/69

Dear Sirs:

Re: West Fremont Interchange Section
East (Unit A & Unit B) Fremont Interchange
Sections

In order that we satisfy U.S. Custom's regulations covering the supply by us of the structural steel for the above two projects, it is necessary that we make available to them certain information on costs of drawings issued for bidding purposes.

We would appreciate it if you would provide us at your earliest opportunity with

5.00 a) the cost to the State of the bid drawings issued by the State to all bidders on the above three interchange sections;

b) the number of sets of bid drawings issued by the State to all bidders on these sections.

If it is possible, would you please provide the above details for each of the three sections separately.

RECEIVED
NOV 20 1970
BRIDGE DIVISION

Very truly yours,

CANRON LIMITED
WESTERN BRIDGE DIVISION

P.G. Higgins

P.G.HIGGINS, P.Eng.
Contracts Manager

cc: Mr. Les Skelton-Fritz, Portland
Mr. Rod MacLennan-Canron

RECEIVED
FEB 11 1975
BRIDGE DIVISION

72.14 ✓

7310

NOTED
C.A. GARDNER

November 23, 1970

Canron Limited
Western Bridge Division
145 West First Avenue
Vancouver 10, B. C.
CANADA

Attention P. G. Higgins, P. Eng.
Contracts Manager

Gentlemen:

West Fremont Interchange Section
East (Unit A & Unit B) Fremont Interchange Secs.

The information requested in your letter of November 17, 1970, is as follows:

The Division does not keep records on the cost of producing bidding plans and specifications for each individual job. The Division charges a flat fee of $5 per set regardless of the size of the job.

On the West Fremont project we issued 18 sets of bidding plans and specifications and 102 sets of informational plans and specifications.

On the East Fremont job, Unit A, we issued 10 sets of bidding plans and specifications and 90 sets of informational plans and specifications.

On East Fremont, Unit B, we issued 13 sets of bidding plans and specifications and 109 sets of informational plans and specifications.

On East Fremont, Unit C, we issued 15 sets of bidding plans and specifications and 69 sets of informational plans and specifications.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
FEB 11 1975
BRIDGE DIVISION

CAG:dh

RECEIVED
NOV 9 - 1970

FOR FILING
I-405 8(20)303
7214

November 6, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Contract 7214
Prefix 626-1011
FAP I-405-8(20)303

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 10 covering installation of a trash rack on the outlet of a 48-inch outfall sewer on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

This order covers the cost of furnishing and installing a trash rack on the outlet of the 48-inch outfall sewer located near Pier 1W of the Fremont Bridge. This trash rack is required to prevent logs and other debris from clogging the pipe during low water periods.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 22, 1970.

Your approval as of October 22, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

RECEIVED
NOV 18 1970
FOR FILI

Claim 4535

FILED
NOV - - 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-405-8(20)
7214

November 5, 1970

State Accident Insurance Fund
Labor and Industries Building
Salem, Oregon 97310

NOTED ON CARD
11-17-70
kl

Attention: B. Rasterfer, Credit Manager
Policyholder Services Division

Gentlemen:

This is to acknowledge receipt of your corrected claim letter dated November 4, 1970, advising us that William H. Deppenmeier (subcontractor) owes you for contributions in the amount of $4,804.16 based on a payroll audit through April 30, 1970.

This appears to be in connection with the Andersen-Hannan Contract No. 7214 for work on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

We will advise the General Insurance Company of America, surety, and the agent, Dooly and Co., Oregon Ltd., Board of Trade Building, Portland, of the receipt of your corrected claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

cc Andersen-Hannan
General Ins. Co. of America
Dooly & Co., Ore. Ltd.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

saif

State Accident Insurance Fund
Labor & Industries Building
Salem, Oregon 97310
Phone 378-3400

DISTRICT OFFICES
SERVING YOU IN OREGON

ASTORIA
1402 Marine Drive, 97103.
Phone: 325-7252

BAKER
2043 Main, 97814
Phone: 523-6342

BEAVERTON
12690 S.W. First, 97005
Phone: 644-3118

BEND
734 E. Greenwood, 97701
Phone: 382-0322

CORVALLIS
720 S.W. 4th, 97330
Phone: 754-1224

EUGENE
20 E. 13th, 97401
Phone: 686-7652

KLAMATH FALLS
3926 S. Sixth, 97601
Phone: 882-4454

MEDFORD
140 N. Grape, 97501
Phone: 779-1441

MILWAUKIE
825 42nd St., 97222
Phone: 654-7741 ext. 295, 296

NORTH BEND
Pony Village Shopping
Center, 97459
Phone: 756-3118

PENDLETON
700 S.E. Emigrant, 97801
Phone: 276-6131 ext. 35

PORTLAND METROPOLITAN
1400 S.W. 5th, 97201
Phone: 229-5881

PORTLAND NORTHEAST
7337 N.E. Fremont, 97213
Phone: 229-6027

ROSEBURG
852 S.E. Stephens, 97470
Phone: 672-6541 ext. 246

SALEM
Labor and Industries
Building, 97310
Phone: 378-3411

November 4, 1970

CORRECTED CLAIM

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

262926 - William H. Deppenmeier

Pursuant to ORS 279.526 and ORS 279.528, notice is hereby given that the undersigned, the State Accident Insurance Fund, has a claim for contributions in the sum of $4,804.16 based on a payroll audit through April 30, 1970, against the bond taken from the General Insurance Company of America, because of the failure of William H. Deppenmeier, a subcontractor under Anderson-Hannen, a joint venture, to pay the contributions due under State Highway Contract No. 7214, dated April 29, 1969, covering the construction of the West Fremont Interchange, Stadium Freeway, in Multnomah County.

This claim supersedes and replaces prior claim in letter dated July 15, 1970.

Very truly yours,

BRastorfer

B. Rastorfer, Credit Manager
Policyholder Services Division

BR:mm

cc: Secretary of State

William H. Deppenmeier

Anderson-Hannen, A Joint Venture
3427 N. E. Halsey Street
P. O. Box 13367
Portland, Oregon 97213

General Insurance Company of America
% Dooly & Co. Oreg. Ltd.
Board of Trade Building
Portland, Oregon 97204

RECEIVED
NOV [illegible] - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

NOV 18 1970

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367 PORTLAND, OREGON 97213 ▪ PHONES: 235-8661 / 777-1401

7214

November 3, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Alleged Discrimination Complaint
West Fremont Interchange Section
Contract No. 7214
Fed. Aid Proj. I-405-8(20)303

ATTENTION: D. E. Swan, EEO Engr.

Dear Sir:

I thank you very much for taking time from your busy schedule to clarify some of the confusion surrounding the above-referenced subject. May I point out that your agency is the only agency to make a gentlemanly effort to dispel some of the confusion that surrounds this subject. Your efforts are sincerely appreciated.

Very truly yours,

ANDERSEN-HANNAN

Ralph Hannan Jr.

Ralph Hannan Jr.
Project Mgr. - EEO Officer

NOTED
A. E. JOHNSON

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RH:lw

Routing
3 Morgan
Decker
2 Bond
Walker
Boehme
Johnson

RECEIVED
NOV 5 1970
CONSTRUCTION
DIVISION

Poore
1 Swan S
Glenn
[illegible]
Gallagher
Stein

RECEIVED
NOV 6 1970

Form FHWA-121 (11-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(20)303

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7244

DATE: November 2, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange
EEO Compliance Review - Report No. R/8-40-150

Johnson

In response to the request for advice in Mr. Swan's October 16 letter concerning notification to the contractor when discrimination complaints are brought to your attention, I recommend you advise the contractor immediately.

11-6-70
Orig to Swan
for appropriate action

NOTED
TOM EDWARDS

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-27-70
Contingent upon modification of project agreement if additional funds are required
BY G. J. Hilsch
TITLE Dist. Engineer
DATE 11-13-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name	West Fremont Interchange	Date	Oct. 27, 1970
Highway	Stadium Freeway	Contract No.	7214
County	Multnomah	Prefix	626-1011
Contractor	Andersen - Hannan	F. A. Project No.	I-405-8(20)303
Address	1626 N.W. 16th Ave., Portland, Oregon 97209	Order No.	10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install trash rack on outlet of 48 inch outfall sewer. See drawing dated 10-26-70 for additional details.

1 - Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

FB 362 + 50

Estimate of quantities and cost:

NOTED
TOM EDWARDS

Labor	$ 60
Equipment ...	30
Materials ...	200
TOTAL =	$ 290

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The trash rack is needed to prevent logs and debris from entering the outlet at low water levels. This work was not anticipated in the contract items so must be done on an extra work basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$20,868,472.9	
Present estimate of project cost, including $ 290.00 for work under this order	$20,138,943.9	
Expected under-run ~~over-run~~ amount	$ 729,818.9	
Expected under-run ~~over-run~~ per cent	3.50	

Submitted by: J. D. Howard
Resident Engineer

Approval Recommended: Walter J. Hart
Construction Engineer or Bridge Engineer

Approval Recommended: Edward C. Hardt
~~Assistant~~ Division Engineer

Approved: G. D. Wilson
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
11-16-70

SP*23577-734

RECEIVED
OCT 29 1970

File Copy

FOR FILE
I-405-8(20)303

7314

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

ATTN : Mr. A. E. Johnson

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: October 19, 1970

In reply refer to: 08-35.6

SUBJECT: Oregon I-405-8(20)303
West Fremont Interchange

Attached is an inspection report discussing problems in applying the vinyl top coat over inorganic zinc primer on this project. It appears that the paint system proposed by Enjay Chemical Company has thus far indicated inexplainable problems. We suggest progress in this work be followed very closely to insure complete compliance with the specifications.

Enclosure

NOTED
A. E. JOHNSON

REFERRED TO
Al Johnson
BY ASST. STATE HWY. ENGR
cc Swenson
10-21-70

10-21-70 Swenson
Orig. to
Ford Info + take
necessary action -

Klaboe

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
OCT 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33B
(REV. 3-68) OSHD(AE Johnson)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ Contact ☐ Project Stage Inspection ☐ Final Inspection

Region No. 8	Report No. 15	County Multnomah	Division Oregon
Date of Inspection 10-14&16-70	Inspection Made By R. W. Pillsbury, Struct. Engr		Project No. I-405-8(20)303
In Company With W. Bryant, Area Engr; H. Schell, Div.Br. Engr; J. Howard, Res. Engr.			
Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 59 %	Work Completed 43 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

WEST FREMONT INTERCHANGE

All areas of work were inspected including concrete box girder forming at the south end, steel erection at the east end, and painting at the west end of the interchange. The forming and erection work was fairly routine, but there are problems with the painting work.

The painting subcontractor, with the advice and assistance of the paint manufacturer, Enjay Chemical Company, started painting some steel box girder interior panels at the west end of the project. This paint work thus far has been concerned with finding a suitable method of applying the vinyl top coat. This is a continuation of the work recently done on the East Fremont Interchange project by the paint manufacturer. As of October 16 no satisfactory paint work has been accomplished on either project.

The problem is coat thickness, air bubbles, and pinholes in the vinyl top coat when applied directly to the washed inorganic zinc prime coat. In an attempt to correct the problem various thinners have been used, as well as straight paint, all to no avail.

The painter started out by applying an 18 wet mil coat of straight vinyl to obtain the required 5 dry mil coating. This caused severe air bubbling under the vinyl and pinholes in the dried coat. Enjay's representative felt that air and gas was being trapped by the rapid drying vinyl. Thinners of various types were tried to slow the drying rate of the vinyl and allow the air to escape. This procedure helped somewhat, but results in too thin a coating. Painting has now stopped while the paint manufacturer studies the problem.

Our studies of the problem have revealed an apparent conflict. According to the paint proposal dated August 12, 1969 furnished by Enjay's local office the vinyl top coat and inorganic zinc primer are compatible and require only one coat of each. Field painting thus far has not proved these statements entirely true. We reviewed Enjay's Industrial Coating Department brochure #518 and #519. These do not cover the specific vinyl top coat that we are using. They do recommend that with the inorganic zinc primer - vinyl top coat system, at least one intermediate coat be used. This makes a three coat system.

From our review of available literature and observations on the job it appears that either a tie coat between the primer and top coat will have to be used, or the top coat will have to be applied in two coats. The State should pursue this matter further.

RECEIVED
OCT 19 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone ~~364-2171~~ 378-6318

7214

October 16, 1970

Mr. Ralph Hannan
Andersen-Hannan
P.O. Box 13367
Portland, Oregon 97213

Re: Alleged Discrimination Complaint
West Fremont Interchange Section
Contract No. 7214
Fed. Aid Project I-405-8(20)303

Dear Ralph:

It is my understanding that a discrimination complaint has been filed with the State Bureau of Labor, Civil Rights Division, by Mr. Alex Eaden. My only knowledge of this filing has been through your reports and memoranda filed by Mr. John Howard's office. At my request, a representative from Mr. Howard's office attended the meetings held on September 29 and October 2, 1970 in your field office. I have not been contacted by the Civil Rights Division concerning this matter, nor have I received a copy of the complaint filed with them.

I was present on August 5, 1970 when Mr. Eaden gave a statement concerning an alleged discrimination complaint in the Federal Highway Administration Regional Office. The Statement was presented to Mr. Fred Flowers, Civil Rights Specialist, FHWA. Also present at the time was E. J. Valach, Oregon Division, FHWA. It was my understanding at this meeting that the statement would be forwarded to the Washington D.C. office of the FHWA who would initiate any required investigation and future action. At that time, I questioned whether you had been advised and what procedure should be followed in notifying you. It was my understanding that nothing should be done until the investigation was begun. I have heard nothing further from the FHWA concerning this matter.

NOTED
A. E. JOHNSON

I apologize for having not notified you that a statement had been taken concerning an alleged discrimination complaint. I have requested advice from FHWA regarding the proper procedure concerning notification to the contractor when a complaint of this type is filed. I regret the confusion which you mention in the last paragraph of your October 13, 1970 letter to Mr. Howard.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. E. Swan
D. E. Swan
EEO Engineer

RECEIVED
OCT 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

DES:fr:fw:fr
bc: A. E. Johnson
R. E. Simpson
R. L. Schroeder
John Howard
AGC
Civil Rights Division

RECEIVED
OCT 19 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7214

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

October 16, 1970

Re: EEO Compliance Reports
West Fremont Interchange
Contract No. 7214
Federal Aid Proj. I-405-8(20)303

Dear Sir:

Attached is the fourth progress report on the subject compliance review. We believe that it adequately answers the three points in my May 27 letter.

The report again refers to an alleged discrimination complaint. The report also includes a copy of a memorandum from Ken Twedt to Mr. Bob Rogers (both AGC). This memorandum is rather critical of both the FHWA and the State Highway Division for not having notified Andersen-Hannan of the alleged discrimination complaint. I have reviewed the Executive Order, the Civil Rights Law and the Interim Orders in an attempt to determine our obligation in this matter. I can find no specific instructions concerning the procedure which the State Highway Division should follow in discrimination complaints. References are made to investigations of complaints, but no guidelines are set forth concerning who, if anyone, is responsible for notifying a contractor that a complaint has been filed against them.

In the specific instance, a statement was made by the complainant in the Regional Office of the FHWA and was forwarded by that office to Washington, D.C. I attended this meeting and made the comment, that I thought the contractor should be notified. I was informed this was not our obligation at this time. The statement which was being taken would be referred to Washington, D. C. and an investigation would subsequently be made.

I seek your advice and counsel as to the proper methods to follow in instances of this sort in the future.

Attached are copies of two memorandums concerning the discrimination complaint from Wayne Shulte, EEO representative from John Howard's office.

RECEIVED
OCT 16 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Very truly yours,
F. D. Morgan
Construction Engineer
By D. E. Swan
D. E. Swan
EEO Engineer

DES:fr
Attach.
bc: A. E. Johnson
R. L. Schroeder
John Howard

RECEIVED
OCT 12 1970

FOR FILING
I-405-8(20)303
7711

October 8, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Inspection-in-Depth on Steel
Fabrication
I-405-8(20)303
Your Ref. 08-35.6

Reference is made to your September 18 letter concerning an inspection-in-depth report on structural steel fabrication.

The two items you mentioned as problem areas have been corrected as follows:

(1) Our inspection agency is now using a red tag indicating a conditional acceptance for work that is charged to the job which has minor work left to be done.

(2) Steps are being taken to correct the communications problem between the plant inspector, the State, and the design consultant.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc R. L.Porter
Tom Edwards
I. D. Merchant

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: September 18, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
Inspection-in-Depth on Steel Fabrication

Attached is a copy of an inspection-in-depth report on structural steel fabrication. Although the report indicates that the work is generally good and the consultant inspection acceptable, several problem areas are noted.

1 It is recommended that the inspection agency use "conditional acceptance" tags on work that is shipped to the job which has some minor work left to be done. These tags would flag incomplete work for the field engineer.

2 Communications were found to be a problem on this job as was found on the previous inspection-in-depth on the Fremont Superstructure. You should make every effort to insure that the inspector is kept informed.

Enclosure

cc:
Region (08-00.34)
Wash DC
Admin Mgr

Johnson
Discuss

NOTED
TOM EDWARDS

RECEIVED
SEP 28 1970
BRIDGE DIVISION

RECEIVED
SEP 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(REV. 3-68)

OSHD
Region(3) Wash DC
Ed Rief, OSHD, Portland
File 439

Admin Mgr

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Multnomah	PROJECT NUMBER I-405-8(20)303
DATE OF INSPECTION 8-18 - 20-70	PHASE(S) INSPECTED Structural Steel Fabrication		REPORT OR CONTROL NUMBER 35-70-EID-(4)18

INSPECTION MADE BY R. W. Pillsbury, Structural Engr., FHWA E. J. Rief, Dist Insp. Engr, OSHD	IN COMPANY WITH Ken Peterson, Lead Inspector Pittsburgh Testing Laboratory

REPORT PREPARED BY R. W. Pillsbury, Structural Engineer		CONTRACT AMOUNT $ 18,893,289
CONTRACTOR *(Name and address)* Andersen-Hannan Portland OR	TIME ELAPSED 52 %	PROGRESS OF WORK Satisfactory
	WORK COMPLETED 34 %	QUALITY OF WORK Satisfactory

LOCATION
Canron Ltd., steel fabricating plants at Vancouver, B. C., Canada

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

WEST FREMONT INTERCHANGE
STADIUM FREEWAY

INTRODUCTION:

The inspection covered by this report is the second in a series on structural steel fabrication and its inspection. The structural steel for this project is being fabricated by Canron Ltd. at their Vancouver, B. C. plants. The inspection of the work is being done by Pittsburgh Testing Laboratories under an approved consulting agreement.

The project is for the construction of the West Interchange of the Fremont Bridge which connects to the Stadium (I-405) and Industrial (I-505) Freeways. The elevated interchange is composed of reinforced concrete box girder elements in the lower units and steel trapezoidal box girders in the higher units. Half of this $18.9 million contract is for the 8000 tons of structural steel required. The structural steel is ASTM A-441 or A-588.

Fabrication of the girder and floor system is being done at Canron Plant No. 1. Fabrication of the steel ring beams over the piers is being done at the AIM plant. Shop erection, cleaning, and painting are being done at Canron Plant No. 2. Almost 400 men work at these three plants.

(more)

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SEP 28 1970
BRIDGE DIVISION

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

SCOPE OF INSPECTION:

This inspection included shop fabrication of the structural steel, drilling and reaming, shop erection, cleaning, painting, inspection work by Pittsburgh Testing Laboratory, and records. The inspection followed a prepared guideline which, with other supporting notes, is on file with the Division office copy of this report.

SUMMARY OF MAJOR FINDINGS AND RECOMMENDATIONS:

1. Finding: The inspection work being done by Pittsburgh Testing Laboratory is of high quality and is resulting in a good product.

Recommendation: None

2. Finding: One or two barge loads of material have been shipped with a few of the pieces not marked as "accepted". This was because the pieces required additional work which was intended to be done in the field. It is possible that the field might not realize that unaccepted steel was being shipped and overlook some required corrections.

Recommendation: The inspection agency should adopt a "conditional acceptance" stamp which will indicate acceptance of the work subject to some stated further action. The State uses such a tag and finds that it also serves to flag the discrepancy.

Red tag.

3. Finding: There is a communications gap between the plant inspector, the State and the design consultant which results in the inspector not always being appraised of changes of the plans or specifications.

Recommendation: The State should take greater pains to make sure all changes are adequately documented and that the plant inspector is informed of them.✓

DISCUSSION:

Fabrication

The work being done in the fabricating plants was generally quite good and daily progress was rapid; however, a few items that needed correction were found.

The welding electrode holding ovens in Gantries A and B of Plant No. 1 had a temperature of about 125° F. instead of the required 250° F. When informed, plant officials took immediate steps to install new heating elements in the ovens.

(more)

RECEIVED
SEP 28 1970
BRIDGE DIVISION

Shear studs were found being welded on rusty floor beam flanges during a swing shift at Plant No. 1. The work was immediately stopped by the inspector and the plant worker admonished. The welded studs will be thoroughly tested.

Inorganic zinc primer, Rust Ban 191, was being applied in parallel passes at both Plant Nos. 1 and 2. The Special Provisions require the paint to be applied in a cross-spray pattern. When questioned, both the inspectors and plant officials stated that cross-spraying had been used initially and had caused many problems. The paint manufacturer recommended parallel strokes which result in a good uniform job. It may be that the specifications are unduly harsh in requiring cross-spraying.

Communications

It was found in several instances that the inspectors in the plant did not have up-to-date information about changes or modifications to the work. They reported several instances where changes were made by telephone between plant officials and the design consultant or the State. Although the plant inspectors were informed of these telephone conversations they were not provided with written orders to accept modifications or changes in the work. These items include inadequate camber of one girder, mislocation of floor beam bolt holes, cosmetic treatment of a bottom girder flange, and filler plates in floor beam-girder connections.

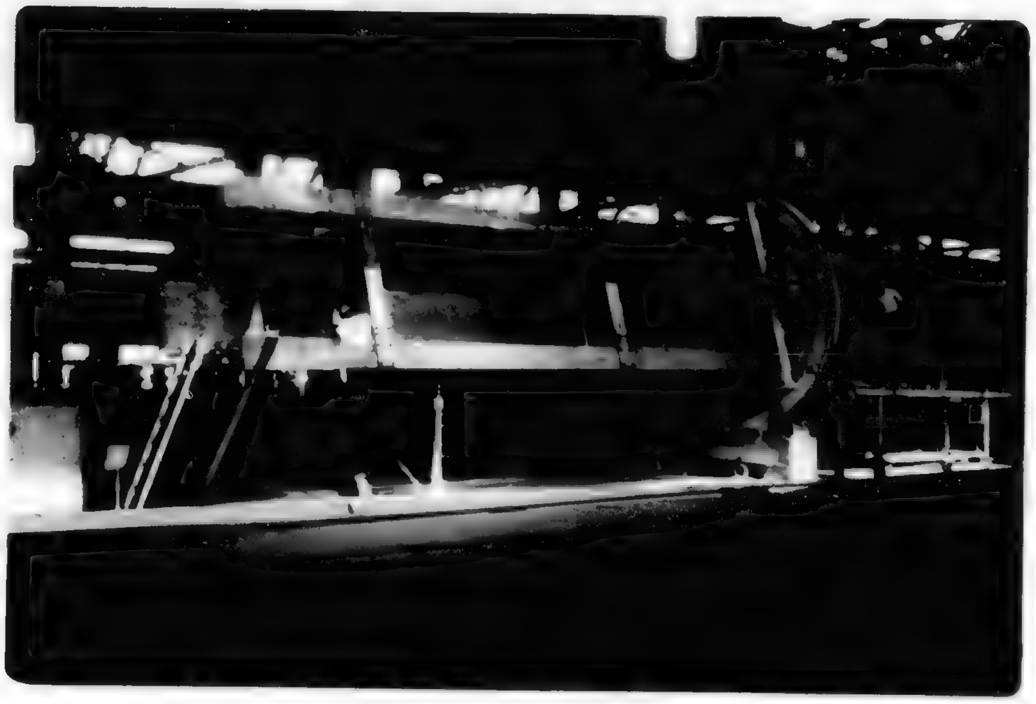
It is recommended that the State institute a policy of following up on each change or modification to be sure that the plant inspector is aware of the revisions so he can approve the work as required.

RECEIVED
SEP 28 1970
BRIDGE DIVISION

Computer programed five head automatic burner.

Fit-up jig showing closely spaced frames with
leveling jacks for setting grades and cambers

1970
BRIDGE DIVISION



Rolling final assembly jigs hold girder in any position for downhand welding

Shop assembly area where completed units are erected to plan lines and grades and bolt holes are drilled

[illegible]

[illegible]

Shop paint bay where completed steel receives
3 mil coat of inorganic zinc primer

RECEIVED
SEP 28 1970
BRIDGE DIVISION

RECEIVED
SEP 30 1970
FOR FILING

I-[illegible])303
7314

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 28, 1970

Canron Limited
Fremont Project Office
22 East Fifth Avenue
Vancouver 10, B.C.
CANADA

Attention Mr. B. T. Lawry

Gentlemen:

Proposed Change in Paint Specification
East and West Fremont Interchanges

Problems associated with the application and curing of the inorganic zinc prime coat have resulted in your request to change the previously approved material. The requested change was from Rust Ban 191 to Rust Ban 193.

As explained to you by telephone on the afternoon of September 21, the proposed change will be satisfactory to the State and the Federal Highway Administration provided a letter is received from your paint supplier through Canron stating that one, Rust Ban 193 is the equal to Rust Ban 191 except for hardness of cured coating, and, two, that Rust Ban 193 is a Type I, Class 3, self-curing inorganic zinc silicate classification paint that, in the opinion of your paint supplier, is eligible to be placed on the QPL23236 list. Inasmuch as this is a major specification change, it will be necessary to process price agreements covering the change.

At this time we have had letters from the prime contractors on both the East and West Fremont Interchanges to the effect that they will agree to the change and at no additional cost to the State.

Until the above-mentioned letter is received from the paint supplier through you, any use of this material is at your own risk. We would like very much to have this letter at the earliest possible time so that this matter can be resolved to the satisfaction of all concerned.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
SEP 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

IDM:dh
cc Mr. Don Scott, PTL
Mr. Ken Peterson, PTL
Mr. A. E. Johnson
Mr. R. L. Schroeder
Mr. John Howard
Mr. Robert Shotwell

A E Johnston

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

FOR FILE

September 22, 1970

Memo To The Files

re: WEST FREMONT INTERCHANGE
Stadium Fwy Project
Contract No. 7214

NOTED
A. E. JOHNSON

At the request of Andersen - Hannan and Canron, Ltd., a meeting was held at this office on August 14, 1970, for the purpose of discussing cadmium plated high strength bolts. Those attending were as follows:

Mr. Terry Lawry, Canron, Ltd.
Mr. R.S. Everett, Andersen - Hannan
Mr. Ralph Hannan, Andersen - Hannan
Mr. Tom Edwards, Oregon State Highway Dept.
Mr. A.E. Johnson, Oregon State Highway Dept.
Mr. Ivan D. Merchant, Oregon State Highway Dept.
Mr. R.L. Schroeder, Oregon State Highway Dept.
Mr. Edward L. Hardt, Oregon State Highway Dept.
Mr. John D. Howard, Oregon State Highway Dept.

Mr. Lawry made a presentation on bolting procedure. He stated Canron's experience with the cadmium plated bolts showed lubrication of the threads was not necessary and tightening should be accomplished by the turn-of-the-nut method. He pointed out that proper elongation of the bolts would give the desired bolt tension and that torque values were not important. On this basis both he and Mr. Everett suggested the inspection procedure using the torque wrench be abandoned for close inspection of the bolting crew to make certain each nut was given a one half turn. The principal reason for their reluctance to lubricate the bolts was the additional cleaning needed prior to painting.

The difficulty of determining the snug tight condition, the additional effort required to tighten the dry threads and limited access were disadvantages given in the discussion that followed. Mr. Merchant stated specifications for zinc plated bolts were being prepared by the A.S.T.M. committee which would require the threads to be lubricated. He did not think a satisfactory bolting job could be done with dry bolts.

Previous checking with the Skidmore - Wilhelm calibrator indicated an inspection torque of 790 foot pounds for 7/8 inch bolts. To gain more information and possibly get a lower inspection torque value, Mr. Edwards suggested further testing on dry bolts. He requested a large number of bolts be tightened in strict accordance with the turn-of-the-nut method and a torque value obtained for each.

Field splice #1 on girder C ("SE" Unit 1) was selected and on August 20 and August 21 one half of the bolts in the connection were tightened in the prescribed manner. Attached is a description of the bolting procedure and

and the torque values prepared by our inspector, Mr. Eder. Also, attached is a copy of a report made by Scott Hanson, Andersen-Hannan's engineer. Mr. Hanson, the two State inspectors (Mr. Eder and Mr. Siniscal), and Willamette - Western's three man bolting crew conducted the test.

On the sheets giving the torque values, the first sheet shows the bolts which were given the full one half turn. These are the bolts we would consider acceptable by the turn-of-the-nut method. The second sheet gives the same information plus torque values and amount of turn obtained on the remaining bolts. The bolts that did not get the full one half turn were tightened to the capacity of the equipment used by the bolting crew. Mr. Hanson's report says the impact wrench was on these bolts 25 to 30 seconds. It would seem the torque values should be in the 800 to 1000 foot pound range, but this is not the case. Torque values start at 520 foot pounds for nuts rotated one quarter of a turn and we cannot give a satisfactory explanation why the bolting equipment would not rotate them further.

From the data obtained,the wide variation in torque and the erratic pattern is apparent. The average torque is not significantly lower than the original inspection torque of 790 foot pounds. In addition, the large percentage of bolts that could not be rotated the full one half turn, in our opinion, make the dry bolts and the turn-of-the-nut method proposed by the contractor unacceptable.

To get a comparison of bolting costs, Willamette - Western had a crew bolt the same splice on the adjacent girder using lubricated nuts. Six hours were required to completely bolt both webs and the flange. Approximately twenty per cent of the bolts were checked using an inspection torque of 320 foot pounds. No unacceptable bolts were found. The dry bolt crew took eight hours to bolt one half the splice, including some loss of time due to the test being made. Discounting the lost time this indicates the dry bolts would increase the bolting time from between 50% to 100%.

On August 26, 1970, Mr. Edward L. Hardt was in this office and the two of us questioned Ralph Hannan on his bolting plans. Mr. Hannan stated he intended to continue with the plated bolts using lubricated nuts pending final agreement with his painter. Two days later he said the agreement with painter was finalized.

J. D. Howard
JOHN D. HOWARD
Resident Bridge Engineer

cc: Mr. Edward L. Hardt
Mr. Ivan D. Merchant
Mr. Tom Edwards
Mr. A.E. Johnson
Mr. Wally Bryant
file (original)
JDH:dh
Attachments as noted in letter

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SEP 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

Calculations for Lt Web Girder Splice [illegible]

Made by H.Eder 8-25-70

Rotation obtained

T.

	~~[illegible]~~				
740	720	1/4 720	[illegible]	Rolled	330
1/4 Rolled	1/4 800	740	Rolled	[illegible]	[illegible]
1/4 Rolled	1/4 Rolled	1/4 Rolled	720	720	[illegible]
1/4-740	1/4 Rolled	1/4 Rolled	[illegible]	1/4 320	1/4-700
510	1/3-570	1/4 Rolled	1/4 740	1/4-700	700
1/4-820	450	1/4-800	1/4 890	860	1/4 350
1/4-800	720	1/4-500	1/3 800	1/4 500	1/3 570
780	1/3-700	1/4 320	1/3 820	1/3 Rolled	1/3 830
1/3 840	1/3-640	1/4 810	1/4 720	1/4 720	1/2 760
780	[illegible]	730	[illegible]	400	[illegible]
890	760	310	310	1/3 820	400
960	Rolled	400	430	320	[illegible]
850	780	360	310	820	840
320	880	810	360	930	100
810	720	[illegible]	735	840	540
700	710	[illegible]	610	810	500
840	310	410	100	[illegible]	[illegible]
[illegible]	730	410	250	340	[illegible]
[illegible]	820	800	[illegible]	320	[illegible]
[illegible]	[illegible]	600	560	770	[illegible]
[illegible]	440	500	[illegible]	[illegible]	[illegible]
[illegible]	870	300	[illegible]	[illegible]	[illegible]
[illegible]	730	700	310	[illegible]	[illegible]
[illegible]	[illegible]	770	300	710	80
[illegible]	380	900	900	340	[illegible]
1/4 600	1/4 760	700	750	[illegible]	[illegible]
1/4 720	1/4 800	400	[illegible]	1/2 [illegible]	1/2 [illegible]
1/4 700	1/3 540	700	410	310	[illegible]
820	730	540	700	1/3 820	540

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Lt Web Girder Splice between SE Span 1C (222) & SE Pier 1C (22

Made by .... Date ...... Checked by .... 19.... Backchecked by .... 19......

All bolts Dry

○	○	○	○	○	○
○ 740	○ 720	○	○ 670	○	○ 630
○	○	○ 740	○	○ 660	○ 640
○	○	○	○ 750	○ 720	○ 820
○	○	○	○ 600	○	
○ 590	○	○	○	○	○ 700
○	○ 450	○	○	○ 360	○
○	○ 520	○	○	○	○
○ 780	○	○	○	○	○
○	○	○	○	○	○
○ 880	○ 800	○ 780	○ 820	○ 900	○ 740
○ 880	○ 760	○ 840	○ 810	○	○ 800
○ 860	○	○ 900	○ 450	○ 920	○ 840
○ 850	○ 780	○ 860	○ 810	○ 920	○ 840
○ 820	○ 880	○ 860	○ 860	○ 860	○ 900
○ 810	○ 720	○ 830	○ 735	○ 840	○ 560
○ 700	○ 710	○ 700	○ 640	○ [illegible]	○ 550
○ 820	○ 860	○ 440	○ 160	○ 760	○ 840
○ 710	○ 760	○ 470	○ 850	○ 740	○ 550
○ 820	○ 830	○ 800	○ 770	○ 880	○ 850
○ 840	○ 830	○ 660	○ 860	○ 770	○ 550
○ 810	○ 840	○ 510	○ 800	○ 740	○ 570
○ [illegible]	○ 870	○ 860	○ 850	○ [illegible]	○ [illegible]
○ [illegible]	○ 830	○ 730	○ 810	○ [illegible]	○ 750
○ 840	○ 840	○ 770	○ 850	○ [illegible]	○ 910
○ 880	○ 530	○ 850	○ 820	○ 810	○ [illegible]
○	○	○ 740	○ 750	○ [illegible]	○ 140
○	○	○ 420	○ 730	○	○
○	○	○ 710	○ 410	○ 640	○
○ 620	○ 700	○ 810	○ 730	○	○ 640

Bolts - 7/8" × 2½"

180 bolts in splice

124 rotated ½ turn

56 - 31% could not be rotated full ½ turn

min Torque = 420'#

Ave = 765'#

max T. = 910'#

Web Girder Splice Procedure

1. Bolts placed in all 132 holes
2. Tightened slightly with impact wrench.
3. Tightened snug tight with spud wrench.
4. All 132 bolts tightened. Where ½ turn couldn't be reached the impact wrench was kept on for at least 15 seconds.
5. Erection bolts & pins removed from 48 holes.
6. Above procedure used to tighten remaining bolts
7. Torquing checked on all but top row of holes which could not be reached with torque wrench.
8. Where impact wrench did not complete ½ turn the impact wrench was again used to fully retighten nuts.
9. On top part the roll could not be stopped because it could not be reached from the float.

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Btm. Flg Splice (Lt half) Girder ≡ E Span 1 (332) & ≡ E Pier 1 (32

Made by H Edsn 8-25 1970 Checked by 19 Back checked by 19

O360
O530
O1/4 330
O230
O1/4 510
O300
O550
O700
O580
O540
O560
O450
O580
O460
O660
O430
O380
O730
O1/3 740
O730
O1/4 510
O1/4 770
O1/4 740
O1/4 800
O700
O1/4 930
O730
O

O600
O480
O550
O650
O510
O570
O310
O1/3 780
O740
O670
O710
O1/4 600
O1/4 700
O540
O670
O740
O500
O820
O1/4 700
O300
O1/3 600
O420

O780
O630
O480
O720
O600
O400
O730
O770
O610
O1/4 600
O500
O140
O800
O540
O920
O1/3 630
O540
O1/4 750
O380
O350
O580
O1/3 590
O1/3 700
O570
O450
O1/4 680
O1/4 890
O1/4 790

O910
O1/4-550
O1/4-750
O640
O700
O870
O740
O720
O1/4 660
O750
O760
O800
O730
O1/3 780
O420
O520
O1/4-680
O630
O940
O1/4 520
O1/4 800
O780

O1/3 780
O1/3 840
O1/3 760
O660
O1/4-540
O740
O500
O640
O900
O700
O750
O1/3 760
O860
O820

Btm. Flge Splice [illegible]

All bolts dry

600		780		
580		630		
		480		
280	660	720	810	
	480	660		
300	550	900		
550	650	780	690	
900	510	790	700	
680	590	610	890	
540	810		740	
560		500	720	
450	740	140		
580	670	890	750	
460	710	640	760	
660		820	800	
430			700	
380	540	390		
730	670		920	680
	740	880	520	
780	500	850		740
	820	580	680	500
			940	640
	800			900
		570		700
700	420	430	780	750
730				860
980				820

Bolts - 7/8 × 5¼

No of bolts = 114

No rotated ½T = 81

33

or 29%

min. Torque = 280

Ave T. = 664

max T. = 980

Btm. Flge. Splice Procedure

1. Bolts (70) placed in Rt. half of btm. flge. splice
2. Impact wrench used to slightly tighten nuts.
3. Tightened snug fit with spud wrench.
4. All 70 bolts tightened with impact wrench. Where 1/2 turn could not be reached the wrench was left on for at least 15 seconds.
5. Torquing was begun but not completed.
6. Erection bolts & pins removed (34)
7. Bolts were tightened using above procedure.
8. Torquing was completed.
9. Where turn was inadequate the AAMCO was used to try to complete the turn on all bolts below 500# torque. When adequate turn was reached it was recorded in red ink in the square next to the old figure.

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculation for **Top Flange Splice**, Lt. Side SE Span 1-(222) & E Pier 1-(224

Made by **H. Eder 8-25 70**

All bolts dry

○			○
	○730	○750	
○900	○	○	○570
○850	○[illegible]		[illegible]
○790	○	720	○760
○950	○	○	○740
○	○		
○	○570		○780
○	○900	○	○530
○900	○	○	
○	○	○	○900
○	○	○	
○	○860	○	○
○830	○700	○	○
○	○	○	○650
○	○	○920	○780
○630	○	○	810
○770	○	○840	○900
○760	○840	○	○700
○980	○810	○	○
○	○	○[illegible]	○
○	○760	○550	○[illegible]
○	○500	○1000	○
○600	○860	○840	○670
	○570	○	
○			○

Bolts - 7/8" × 5¾"

No. bolts = 96

No rotated ½ turn = 45

51 = 53%

min Torque = 500'#

Ave = 750'#

max Torque = 1000'#

Top Flange Splice Lt. Side [illegible] in K. 222 [illegible] Pier K [illegible]

[illegible]

○ 1/3 500			○ 1/4 [illegible]
	○ 720	○ 750	
○ 400	1/3 330	○ 1/4 620	[illegible] 510
○ 850	[illegible]	○ 1/4 [illegible]	○ 620
○ 720	○ 1/4 Rolled	○ 720	○ 7[illegible]0
○ 450	○ 1/4 310	○ 1/3 520	○ 710
○ 1/4 750	○ 1/3 820	○ 1/3 670	○ 1/4 600
○ 1/3 550	○ 570	○ 1/4 750	○ 780
○ 1/3 430	[illegible]	○ 1/3 670	○ 530
○ 800	○ 1/4 720	○ 1/3 800	○ 1/4 [illegible]
○ 1/4 Rolled	○ 1/3 700	○ 1/3 900	○ 1/[illegible]
○ 1/4 [illegible]	○ 1/3 720	○ 1/4 660	○ 1/4 [illegible]
○ 1/3 700	○ 800	○ 1/4 630	○ 1/3 640
○ 850	○ 700	○ 1/4 500	○ 1/4 650
○ Rolled	○ 1/3 [illegible]	○ 1/3 870	○ [illegible]
○ 1/3 670	○ 1/3 400	○ 420	○ [illegible]
○ 620	○ 1/3 860	○ 1/4 740	○ 610
○ 770	○ 1/4 720	○ 240	○ [illegible]
○ 700	○ 340	○ 1/3 420	○ 700
○ 340	○ 610	○ 1/4 740	○ 1/3 680
○ 1/3 780	○ 1/4 720	○ [illegible]	○ 1/4 Rolled
○ 1/4 820	○ 700	○ [illegible]	○ 620
○ 1/4 Rolled	○ 720	○ [illegible]	○ 1/3 640
○ 500	○ 360	○ [illegible]	○ [illegible]
	○ 610	○ 1/3 400	
○ 1/3 700			○ 1/4 530

Top Flange Torque Procedure

1. Bolted all holes, the nuts up on outer 2 rows, down on inner 2 ro
Impact wrench used to slightly tighten nuts
2. Turned snug tight with spud wrench on top of flange.
3. Rattled up 1/2 turn with impact wrench. Where it could not be reached the wrench was left on for at least 15 seconds. This was all 37 dry bolts on inside 2 rows.
4. 16 erection bolts & 5 pins removed.
5. 21 holes filled and remaining 59 bolts torqued.
6. Torque wrench (AAMCO) was used to check torque on the 96 bolts on the washers. Where the 1/2 turn was not reached an attempt was made to tighten nut to 1/2 turn. Otherwise, the bolt was torqued only until the nut was tightened.

Cadmium Bolt Test

Date · 8/20, 8/21 & 8/24/70

Test conducted by - Scott Hanson, Herb Eder, Tom Sinisca
and three of Willamette Wester
workers

Splice location - Left half of Girder 222 to 224 splic

I. Placing bolts with initial turn of Impact wrench.

a). There was no problem getting the bolts snug tight. With one or two knocks with the impact wrench I only needed to turn the nuts 1/8 to 1/4 turns to reach snug tight with a spud wrench.

b). Any bolts that were too tight with the impact wrench were loosened and retightened by me with a spud wrench. There were only about a dozen bolts that were too tight and needed to be loosened.

c) We had trouble starting the nuts on the bolts by hand in a few instances. these bolts did not have bad threads but seemed to have very little tolerance between the nut and bolt. We worked the nuts on the bolts prior to placing them in the splice

d) We had to hold all the bolts with a spud wrench to prevent rolling until the bolts were tight.

II Tightening Bolts to "Snug Tight" with a spud wrench.

a) We worked through the entire splice in each section first tightening with the initial use of the impact wrench and then tightened the entire splice to "snug tight" with a spud wrench.

b). We held the bolt against rolling at all times.

III Turning nut 1/2 turn passed "Snug Tight" wit Impact wrench.

a) In many cases we could not hold the bolt against rolling with a spud wrench.

b) Canrons special wrench worked good for holding the roll. But the wrench was very hard to loosen up requiring a considerable amount of beating and prying to get loose. On the web splice we had little problems with rolling except at the top were we could not use Canron's wrench because of inaccessability. Only 8 of the 174 bolts rolled. On the bottom splice we held every ~~not~~ bolt ~~against~~ against rolling with the special wrench. The top flange was tough to hold with the special wrench because there was no way to pry or beat the wrench loose. We had to use two spud wrenches inserting one wrench in a vacant hole and prying against it with the other spud wrench.

c) Some bolts would not turn a full ½ turn passed snug tight. The bolts seemed to freeze up at a ¼ to ⅓ turn and would not turn any furthe Only one bolt elongated and that elongation was very minor. That bolt was checked because we got a low torque reading after hitting the bolt a long time with the impact wrench. A total of 83 out of the 384 or [illegible]% of the bolts would not turn the full ½ turn.

d) It took 25 to 30 seconds with the impact wrench to either get ½ turn or until the bolts reached refusal.

e) There was little evidence of bolt failure in elongation. I find it hard to see how a dry cadmium bolt could be over torqued to failure in elongation. If these bolts were lubricated however, I feel that the bolts could be over torqued to failure. On the dry bolts, the bolts would turn about ½ turn and then freeze up and would not turn any more. I did notice that the impact wrench and compressor that was used in the test blew very little oil or water out the exhausts. I understand the compresso used on Division A bolting blew quite a bit of oil.

IV. Torquing Procedure

a) We used the states long torque wrench which constantly measures the torque being applied.

b) It took two men to handle the torque wrench.

c) We had problems with the bolts rolling during the torquing test. We held as many as we could with wrenchs but there were some that we could not hold.

d) There were some bolts which we could not turn the full 1/2 turn and when they were torqued showed less than 500 ft.lb. These bolts were turned the remaining portion of the 1/2 turn with the torque wrench and then retested. The new readings showed no consistency except that they were all over 500 ft.lb.

e) The bolts which did not get a full 1/2 turn showed very little consistency when torqued. The ranged from 160 to 960 ft.lb.

f) Attached are the torque readings from the test and a graph plotting torque readings against the number of bolts having a specific torque reading

Bolt No.	ROW 1	ROW 2	ROW 3	ROW 4	ROW 5	ROW 6
1						
2	810	720	720 1/4	870	Rolled	830
3	Rolled	800 1/4	Rolled	Rolled	830	830
4	840 1/4	Rolled	[illegible]	730	[illegible]	870
5	740 1/4	Rolled	Rolled	840	[illegible] 1/4	[illegible] 1/4
6	[illegible]	770 1/3	[illegible]	[illegible] 1/4	720 1/4	850
7	820 1/4	850	[illegible]	890 1/4	835	860 1/4
8	800 1/4	[illegible]	[illegible]	860 1/3	860 1/4	870 1/4
9	780	790 1/3	880 1/4	320 1/3	Rolled	920 1/2
10	840 1/3	840 1/3	[illegible] 1/4	740 1/4	720 1/4	760 1/4
11	880	800	780	820	800	740
12	880	760	840	810	810 1/3	860
13	860	Rolled	900	430	520	340
14	850	730	860	910	820	340
15	820	880	860	860	860	900
16	810	720	860	735	840	560
17	700	710	700	440	620	560
18	820	860	440	160	860	890
19	710	760	470	850	840	550
20	820	880	820	770	880	860
21	840	880	660	860	770	860
22	810	840	510	860	740	670
23	860	870	860	850	760	860
24	840	860	780	810	800	780
25	840	840	770	860	730	910
26	880	880	830	820	840	835
27	630 1/4	760 1/4	740	730	730	740
28	720 1/4	835 1/4	420	760	620 1/4	930
29	700 1/4	535 1/3	700	490	690	690
30	620	700	540	765	815 1/4	640

Notes: The fraction 1/4 or 1/3 is that portion of a turn of the nut after snug tight when the impact wrench reached refusal. The numbers without a fraction were turned the full 1/2 turn.

Bolt No.		Row 1			Row 2			Row 3			Row 4		Row 5	
1		[illegible]			—			780			—		[illegible]	1/3
[illegible]	580	[illegible]	1/4		—			430			—		340	1/3
[illegible]		330	1/4		—			480			—		760	1/3
[illegible]		380			660		720	[illegible]	1/3	810	470	1/4	[illegible]	
[illegible]		310	1/4		430			[illegible]			550	1/4	[illegible]	1/4
[illegible]	660	[illegible]	[illegible]		550			500			750	1/4	[illegible]	
[illegible]		[illegible]			650			[illegible]			690		[illegible]	
[illegible]	900	430	1/4		510			[illegible]		700	160	1/3	[illegible]	
[illegible]	680	470	3		590		610	[illegible]	1/4		890		[illegible]	
[illegible]		[illegible]			310			610	1/4		740		[illegible]	
11	560	[illegible]	1/3		[illegible]	1/3		560		720	480	1/3	750	
12		450			740			140			660	1/4	760	1/3
13		580			670			890			750		360	
14		460			710			640		760	450	1/4	320	
15		[illegible]			600	1/4	820	440	1/3		800			
16		430			700	1/4		630	1/3		700			
17		380			540			390			780	1/3		
18		730			670			750	1/4		920			
19		740	1/3	740	480	1/4		880			520			
20		780			500			850			680	1/4		
21		510	1/4		820			580		630	460	1/3		
22		770	1/4		700	1/4		580	1/4		940			
23		740	1/4		800			900	1/3		520	1/4		
24		800	1/4		600	1/3		570			800	1/4		
25	700	460	1/4		420			430			780			
26		930	1/4		—			680	1/4					
27		730			—			890	1/4		—			
28		950	1/4		—			790	1/4		—			

Notes: ① The figures in Red was the new torque figure which was read when the bolt was turned the remaining portion of the ½ turn past snug tight. The torque wrench was used to turn the bolts the remaining portion of the turn after the impact wrench reached refusal.

Sp. Fulrige [illegible]

Torqued nut on [illegible]

Torqued [illegible]

Stud No.		Row 1		Row 2		Row 3		Row 4
1	Torque Readings	620	1/4	—		—		90
2		—		300	1/3	675	1/4	—
[illegible]		670		[illegible]		[illegible]		[illegible]
[illegible]		640		[illegible]		[illegible]		[illegible]
[illegible]		620		[illegible]		[illegible]		[illegible]
[illegible]		250	R	[illegible]		[illegible]	1/4	76
[illegible]		630	3	[illegible]		510		33
[illegible]		700		[illegible]	1/3	[illegible]		76
[illegible]		810		300		550	R	[illegible]
[illegible]		940		[illegible]		[illegible]		[illegible]
1		720		820		550	1/4	65
12		630		970	3	530	1/3	130
[illegible]		650	1/4	500	R	700		33
14		640		630	1/4	860		76
15		640	1/4	680	1/3	720	1/3	67
16		900		900		765	1/4	32
17		750	R	800	R	740	1/4	90
5		530		670	1/4	550		93
19		780		750	1/4	590		68
20		600	1/4	670	1/4	520	1/4	76
2		790		820	1/3	910	1/4	95
2		760		720		440	R	78
3		220		540	1/4	680		85
24		510		420	1/4	840	1/3	95
25		—		750		780		—
26		610	1/4	—		—		90

Notes: ① the fractional figure
side of the torque rea
the portion of a turn
went through after being

② the R following the tor
means the bolt rolled
the torque reading

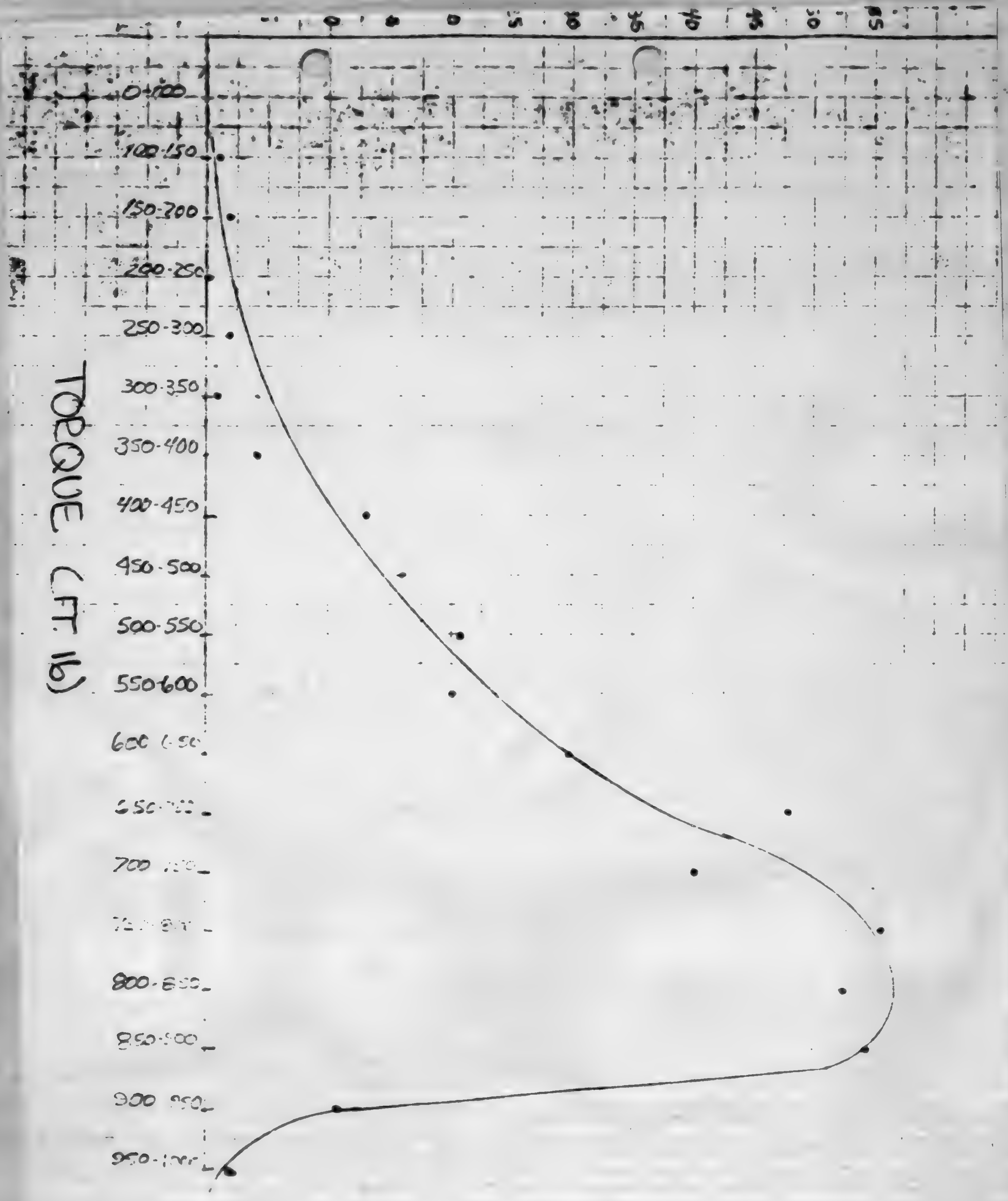
Sp Flange [illegible]

Torqued nut on [illegible] side 1
Torqued side on [illegible] 2

[illegible]		Row 1		Row 2		Row 3		Row 4		Length of Bolt = 5 3/4
1	Torque	620	1/4	—		—		900	1/3	
2	Reading	—		[illegible]	1/3	[illegible]	1/4	—		
		670		[illegible]		[illegible]		[illegible]		
		[illegible]		[illegible]		[illegible]		[illegible]	R	
		320		[illegible]		[illegible]		[illegible]	[illegible]	
		250	R	[illegible]		[illegible]	[illegible]	760	3	
		[illegible]	3	[illegible]		[illegible]		[illegible]		
		[illegible]		[illegible]	1/3	[illegible]		[illegible]		
		810		[illegible]		[illegible]	R	[illegible]		
		[illegible]		[illegible]	[illegible]	[illegible]		[illegible]		
1		720		[illegible]		[illegible]	1/4	[illegible]	1/3	
2		630		970	3	530	1/3	130	R	
3		650	1/4	500	R	700		330		
4		640		630	1/4	850		760	R	
15		640	1/4	680	1/3	720	1/3	670	R	
16		900		900		765	1/4	320	R	
17		750	R	800	R	740	1/4	900		
[illegible]		530		670	1/4	550		930	1/3	
[illegible]		780		750	1/4	590		680	1/4	
[illegible]		600	1/4	670	1/4	520	1/4	760	1/4	
[illegible]		790		820	1/3	910	1/4	950		
[illegible]		760		720		440	R	780		
[illegible]		420		540	1/4	680		850		
[illegible]		510		420	1/4	840	1/3	900		
[illegible]		—		750		780		—		
26		610	1/4	—		—		900		

Notes: ① the fractional figure at the side of the torque reading is the portion of a turn the bolt went through after being snug tight

② the R following the torque reading means the bolt rolled during the torque reading operation


TORQUE (FT. lb)
0-100
100-150
150-200
200-250
250-300
300-350
350-400
400-450
450-500
500-550
550-600
600-650
650-700
700-750
750-800
800-850
850-900
900-950
950-1000

Form K-300-5M

STATE COPY

APPROVED EFFECTIVE DATE 9-2-70
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 10-12-70

Project Name West Fremont Interchange
Highway Stadium Freeway
County Multnomah
Contractor Andersen - Hannan
Address 1626 N.W. 16th Ave., Portland, Oregon 97209

Date Sept. 21 1970
Contract No. 7214
Prefix 626-1011
F. A. Project No. I-405-8(20)303
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place rock rip-rap on fill slopes adjacent to Waterway Terminal building which is located on the south side of pier 1W.

1 - Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

FB^3 363 + 27.67

Estimate of quantities and cost:

Labor	$ 200
Equipment	$ 150
Materials	$ 500
TOTAL (incl. 15 or 20%)	$ 850

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Rip-rap is needed to prevent erosion of the slope and undercutting of the building footing. Material was exposed by construction of pier 1W. There are no suitable bid items, so this work must be done on an extra work basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$20,868,472.90
Present estimate of project cost, including $ 850.00 for work under this order	$20,148,199.54
Expected under-run ~~over-run~~ amount	$ 720,273.36
Expected under-run ~~over-run~~ per cent	3.45

Space to right of this line is for use of Salem Office

Submitted by: J. D. Howard
Resident Engineer

Approval Recommended: ~~Construction Engineer or~~ for Bridge Engineer

10-13-70

Approval Recommended: J H Cleveley
Division Engineer

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

OK

SP*23877-734

[illegible]
SEP 18 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone ~~36[illegible]~~ 378-4508

I-4[illegible]
11-14

September 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

Re: EEO Compliance Review Reports
West Fremont Interchange
Contract No. 7214
Fed. Aid Proj. I-405-8(20)303

Dear Sir:

Attached is the third progress report on the subject compliance review. We believe that it adequately answers the three points in my May 27 letter.

The report includes a reference to an alleged discrimination complaint. We do not feel that the discrimination complaint is necessarily a part of the progress report, but is a separate and distinct problem.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
EEO Engineer

NOTED
A. E. JOHNSON

DES:fr
Attachments

bc: A. E. Johnson
R. L. Schroeder
John Howard

RECEIVED
SEP 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone ~~364-2171~~ 378-4508

I-405-8(20)303
7214

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P.O. Box 300
Salem, Oregon 97308

August 14, 1970

Re: EEO Compliance Review Reports
West Fremont Interchange
Contract No. 7214
Fed. Aid Proj. I-405-8(20)303

Dear Sir:

Attached is the second progress report on the subject compliance review. We believe that it adequately answers the three points in my May 27 letter.

Also attached is a copy of a letter from the contractor concerning an alleged discrimination complaint. It is our understanding that the complaint is being investigated by the Federal Equal Opportunity Commission in San Francisco.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
EEO Engineer

NOTED
A. E. JOHNSON

DES:fr
Attachments

bc: A. E. Johnson
R. L. Schroeder
John Howard

RECEIVED
AUG 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-208—5M

I-405-8(20)303

~~Copy~~ STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-10-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-26-70

U. S. BUREAU OF PUBLIC ROADS

Project Name West Fremont Interchange
Date August 12, 1970
Highway Stadium Freeway
Contract No. 7214
County Multnomah
Prefix 626-1011
Contractor Andersen - Hannan
F. A. Project No. I-405-8(20)303
Address 1626 N.W. 16th Ave., Portland, Oregon 97209
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clean out anchor bolt cans, position and grout anchor bolts as required on the four expansion rockers located on Pier 2W.

1 - Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

FB3 367 + 83.00

RECEIVED
AUG 1
BRIDGE DIVISION

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Labor	$ 550
Equipment	120
Materials	50
TOTAL =	$ 720

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The above work was not indicated by the plans or special provisions. Bolts were installed and bearing surfaces constructed on the previous pier contract. This work is not compensated by pay quantities so must be done on an extra work basis. Work started August 10, 1970.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$20,868,472.9
Present estimate of project cost, including $ 720.00 for work under this order	$20,147,276.4
Expected under-run ~~over-run~~ amount	$ 721,196.4
Expected under-run ~~over-run~~ per cent	3.46

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

SP*23577-731

Files

JUL 27 1970

Claim 45-35

FILED
JUL 17 1970
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-8(20) 303

July 16, 1970

State Accident Insurance Fund
Labor and Industries Building
Salem, Oregon 97310

Attention: B. Rastorfer, Credit Manager
Policyholder Services Division

Gentlemen:

This is to acknowledge receipt of your letter of July 15 advising us that William H. Deppenmeier, Subcontractor, owes you the sum of $4,263.30 for contributions based on a payroll audit through February 1970. From the description given in your letter, this appears to be in reference to the Andersen-Hannan Contract No. 7214 for grading, paving, structure, signing, and illumination on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

The General Insurance Company of America through Dooly & Company, Oregon Ltd., Board of Trade Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

NOTED ON CARD
7-27-70
CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Cei

cc General Ins. Co. of America
Dooly & Company, Oregon Ltd.
Andersen-Hannan
bc Commission
Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

saif
State Accident Insurance Fund
Labor & Industries Building
Salem, Oregon 97310
Phone 364-2171 ext 1431

DISTRICT OFFICES
SERVING YOU IN OREGON

ASTORIA
1402 Marine Drive, 97103
Phone. 325-7252

BAKER
2043 Main, 97814
Phone 523-6342

BEAVERTON
12690 S W. First, 97005
Phone. 644-3118

BEND
734 E Greenwood, 97701
Phone. 382-0322

EUGENE
165 E. 7th, 97401
Phone. 342-1361 ext 351

KLAMATH FALLS
3926 S. Sixth, 97601
Phone: 882-4454

MEDFORD
140 N Grape, 97501
Phone. 779-1441

MILWAUKIE
825 42nd St., 97222
Phone 654-7741 ext. 295, 296

NORTH BEND
Pony Village Shopping
Center, 97459
Phone: 756-3118

PENDLETON
700 S E Emigrant, 97801
Phone: 276-6131 ext 35

PORTLAND METROPOLITAN
1400 S W. 5th, 97201
Phone: 226-2161 ext 381

PORTLAND NORTHEAST
7337 N.E Fremont, 97213
Phone 288-6371

ROSEBURG
852 Stephens, 97470
Phone 672-6541 ext 246

SALEM
Labor and Industries
Building, 97310
Phone 364-2171 ext 1000

July 15, 1970

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

262926 - William H. Deppenmeier

Pursuant to ORS 279.526 and ORS 279.528, notice is hereby given that the undersigned, the State Accident Insurance Fund, has a claim for contributions in the sum of $4,263.30 based on a payroll audit through February 1970, against the bond taken from the General Insurance Company of America, because of the failure of William H. Deppenmeier, a subcontractor under Andersen-Hannen, a joint venture, to pay the contributions due under State Highway Contract No. 7214, dated April 29, 1969, covering the construction of the West Fremont Interchange, Stadium Freeway, in Multnomah County.

Very truly yours,

STATE ACCIDENT INSURANCE FUND

B Rastorfer

B. Rastorfer, Credit Manager
Policyholder Services Division

BR:mm

cc: Secretary of State

William H. Deppenmeier

Andersen-Hannen, A Joint Venture
3427 N. E. Halsey Street
P. O. Box 13367
Portland, Oregon 97213

General Insurance Company of America
℅ Dooly & Co. Oreg. Ltd.
Board of Trade Building
Portland, Oregon 97204

NOTED
FLOYD QUERY

RECEIVED
JUL 20 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-8(20)303
7214

July 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P.O. Box 300
Salem, Oregon 97308

Re: EEO Compliance Review Reports
West Fremont Interchange
Contract No. 7214
Fed. Aid Proj. I-405-8(20)303

Dear Sir:

Attached is the first progress report on the subject compliance review. This report was received on the date specified. We believe that it adequately answers the three points in my May 27 letter.

Very truly yours,

F. D. Morgan
Construction Engineer

By DESwan
D. E. Swan
EEO Engineer

NOTED
A. E. JOHNSON

DES:fr
Attachment

bc: A. E. Johnson
R. L. Schroeder
John Howard

RECEIVED
JUL 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-8(20)303

7214

July 1, 1970

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
P.O. Box 300
Salem, Oregon 97308

Re: **EEO Compliance Review Reports**
West Fremont Interchange
Contract No. 7214
Fed. Aid Proj. I-405-8(20)303

Dear Sir:

My letter of May 27 to Andersen-Hannan on the subject project requested information and reports relating to corrections and improvements of the Company's EEO activities.

Attached is the first report which was received by the Resident Engineer on June 11. This first transmittal does not include a progress report as requested starting June 11, 1970. The contractor advised that he interpreted my letter to mean that the first progress report was due one month after June 11. Since this effectively means that we will be receiving seven reports instead of six, the Oregon Highway Division feels that this is acceptable.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

By D E Swan
D. E. Swan
EEO Engineer

DES:fr

Attachment

bc: A. E. Johnson
R. L. Schroeder
John Howard

RECEIVED
JUL 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1970

FOR FILING

I 405-1 [illegible]
7214

June 9, 1970

H. A. Andersen Company
and Hannon Brothers Company
3427 N. E. Halsey Street
Portland, Oregon 97213

Re: West Fremont Interchange
Contract No. 7214
Erection Procedure

Gentlemen:

At our April 28 meeting where your proposed erection procedure was discussed, you agreed to perform a demonstration of erection of the box girders. Based on the demonstration performed on June 2, the erection procedure as outlined on Drawings 70353-1E and 2E and the accompanying typewritten "Erection Procedure", revised April 15, 1970, is approved subject to the following limitations:

1. Lifting beam, as shown on Drawing 70353-1R, must be altered so that no horizontal load is applied to the web of the girder.

2. Erection procedure notes for ES and SE 1 units Stage 1, Item J; Stage 2, Item J; and Stage 5, Items B and D should be altered to comply with notes on Drawing 25025 of the plan. During erection it will probably be necessary to place some of the moment connection bolts temporarily in the center floor beams.

3. Since the performance test proved that torsion could not be relieved with the use of a vertical external force as proposed in Step 5 of the procedure outlined on Drawing 70353-1T, it will be necessary to apply an external horizontal force to position the floor beams with sufficient accuracy that a 3/4" pin can be freely inserted into the bolt holes.

4. Girder sections spliced together on the ground must be placed in their true cambered position prior to torquing the ground splices.

The erection procedure as submitted by you and revised April 15 covering units (ES Unit 1, SE Unit 1, EW Unit 1, WE Unit 1) is not to be construed as a blanket approval for this method of erection. As the erection procedures for subsequent units are developed, please submit them for our review.

It is the intent of the plans and specifications to have the structure built to the geometry indicated by the plans. Inasmuch as the erection procedure proposed by you is a deviation from the intent of plan and specification, is for the convenience of the contractor it must be understood that there will be no increase in costs to the State resulting from the use of this procedure or from subsequent revisions which may be made necessary because of the use of this procedure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
A. E. Johnson
J. D. Howard

AAR:ag ja

Form E-206—5M

I-405-(20)303
1244

STATE COPY 3-11

APPROVED EFFECTIVE DATE 6-19-70
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer

C 8

[illegible]EGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	West Fremont Interchange	DATE ~~Date~~	7-1-70 ~~June 17, 1970~~ ~~U. S. BUREAU OF PUBLIC ROADS~~
Highway	Stadium Freeway	Contract No.	7214
County	Multnomah	Prefix	626-1011
Contractor	Andersen - Hannan	F. A. Project No.	I-405-8(20)303
Address	1626 N.W. 16th Ave., Portland, Oregon 97209	Order No.	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-form end of pier SE 3 crossbeam so it is aligned with face of box girder as per detail A, drawing no. 25050.

1 - Maximum equipment rentalrates allowable as per AGC agreement.

2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

SE 373 + 40

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JUL 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 150
Equipment	30
Materials	30
TOTAL =	$ 210

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

On section B-B of drawing no. 25050 the 13'-5 3/4" dimension to the end of the crossbeam should have been 12'-8½". Correcting the form work is not compensated by changes in pay quantities so work must be done on an extra work basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$20,868,472.90
Present estimate of project cost, including $ 210.00 for work under this order	$20,146,556.44
Expected under-run ~~over-run~~ amount	$ 721,916.46
Expected under-run ~~over-run~~ per cent	3.46

Space to right of this line is for use of Salem Office

Submitted by: J. D. Hurd
Resident Engineer

Approval Recommended: Edward O. Hofstadt
Division Engineer

Approval Recommended:
~~Construction Engineer or~~ Bridge Engineer

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

RECEIVED
JUN 22 1970
FOR FILING

STATE OF OREGON 1859

I-405-8(30)313

7214

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 17, 1970

Canron Limited
Western Bridge Division
145 West First Avenue
Vancouver 10, British Columbia
CANADA

Gentlemen:

West Fremont Interchange
Stadium-Fremont
Multnomah County
Contract 7214

I am enclosing three prints of Drawing No. 26486, a preliminary drawing of a proposed method for alterations to the line of the bottom flange on your Girders No. 217, 219, and 220. This suggested detail is one which would be acceptable to this department as a means of correcting the poor alignment of the bottom flange on these girders. The enclosed drawing shows a suggested treatment for one edge of the flange only. A similar treatment will be required on the opposite edge of the flange.

I will await your comments on this proposed corrective method. If you elect to proceed with this suggested detail, drawing should be submitted for approval prior to any work.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

NOTED -
TOM EDWARDS

RECEIVED
JUN 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WJH:dh
Encl.
cc Tom Edwards
Edward L. Hardt /w/ encl.
John D. Howard /w/ encl.
Howard, Needles, Tammen & Bergendoff /w/ encl.
Don Scott, Pittsburgh Testing Laboratory /w/ encl.
Ken Peterson, Pittsburgh Testing Laboratory /w/ encl.

RECEIVED
JUN 1 [illegible]970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

I-405-8(20)303
7214

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 15, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P.O. Box 300
Salem, Oregon 97308

Re: EEO Compliance Review Reports
West Fremont Interchange
Contract No. 7214
Fed. Aid Proj. I-405-8(20)303

Dear Sir:

My letter of May 27 to Andersen-Hannan on the subject project requested information and reports relating to corrections and improvements of the Company's EEO activities. Attached is the first report which was received by the Resident Engineer on June 11. This first transmittal does not include a progress report as requested starting June 11, 1970. The contractor advised that he interpreted my letter to mean that the first progress report was due one month after June 11. Since this effectively means that we will be receiving seven reports instead of six, the Oregon Highway Division feels that this is acceptable.

Very truly yours,

F. D. Morgan
Construction Engineer

F. B. KLABOE

By D E Swan
D. E. Swan
Federal Liaison Engineer

Attachment
DES:fr

bc: F. B. Klaboe
A. E. Johnson
John Howard

RECEIVED
JUN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1970

405

FILED
JUN - 8 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

[illegible](33) 365

7214

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 5, 1970

Buss, Leichner, Lindstedt & Barker
Attorneys at Law
1508 Standard Plaza
Portland, Oregon 97204

Gentlemen:

This is to acknowledge receipt of your letter of May 29 advising us that your client, Town Concrete Pipe, Inc., has a claim for materials in the amount of $17,775.19 against the Andersen-Hannan contract. This appears to be in connection with the Andersen-Hannan Contract No. 7214 for grading, paving, structures, signing and illumination on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

The General Insurance Company of America through Dooly & Company, Oregon Ltd., Board of Trade Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As of this date, this office has received no prior claims from Town Concrete Pipe, Inc., against this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
C. W. HEAD

By
C. W. Head, Assistant Secretary

NOTED ON CARD
June 16, 1970 ooo

NOTED
C. W. HEAD

CWH:sj

RECEIVED
JUN 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

cc Gen. Ins. Co. of America
Dooly & Co., Oregon Ltd.
Andersen-Hannan

bc Commission
Secretary of State Please acknowledge receipt of this claim on the enclosed copy of this letter.

BUSS, LEICHNER, LINDSTEDT & BARKER
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204

DONALD A. BUSS
CURTIS W. LEICHNER
NORMAN L. LINDSTEDT
RALPH C. BARKER
DAVID J. BUONO

TELEPHONE 226-6368
AREA CODE 503

May 29, 1970

Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Clerk or Auditor

Gentlemen:

On February 18, 1970, and on May 22, 1970, our client, Town Concrete Pipe, Inc., filed with you its Notice of Claim against that public project known as the Oregon State Highway Department project, Stadium Freeway, West Fremont Interchange Section, Contract #7214, said claim being in the amount of $17,775.19. We would be pleased if you would provide us with the name and address of the Bonding Company of Anderson-Hannan, the apparent general contractor, on the project. We would like to give them notice of our claim pursuant to Chapter 279, of the Oregon Statutes. The claim of our client is for materials supplied and incorporated into the project in question. My client's claim as yet is unpaid.

Very truly yours,

Norman L. Lindstedt

NLL:js

NOTED
FLOYD QUERY

RECEIVED
JUN 1 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-405-8(20)303
7214

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 27, 1970

Mercer Steel Company, Inc.
2636 N.W. 26th Avenue
Portland, Oregon 97210

Attn: Mr. Al Jensen

Re: EEO Compliance Review
West Fremont Interchange
Contract No. 7214
Federal Aid Proj. I-405-8(20)303

Dear Al:

Reference is made to the Federal Highway Administration's compliance review of April 29 on your subcontract on the subject contract.

The Oregon Highway Division and the Federal Highway Administration consider your Corporation to be in compliance with the EEO provisions.

Thank you for your cooperation.

Very truly yours,

NO.
F.B. KLAB

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
Federal Liaison Engineer

DES:fr

bc: R. E. Simpson
F. B. Klaboe
A. E. Johnson
John Howard

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 27, 1970

Andersen-Hannan
P.O. Box 13367
Portland, Oregon 97213

Attn: Mr. Ralph Hannan

Re: EEO Compliance Review
West Fremont Interchange
Contract No. 7214
Federal Aid Proj. I-405-8(20)303

Dear Ralph:

Reference is made to the Federal Highway Administration's compliance reviews of April 22 and 27, 1970 on the subject contract. The following items were considered to need improvement and/or correction in your Company's EEO activities.

1. Notification to material suppliers concerning the Company's EEO policy.

2. Records to indicate that the contractor is monitoring his Company's subcontractors to insure their compliance.

3. Records to indicate that personnel actions are established and administered without discrimination.

4. Records to indicate that the contractor has identified sources of potential minority group employees.

Evidence of your efforts to correct these deficiencies should be supplied to the Resident Engineer no later than June 11, 1970.

In addition, we request that you submit six monthly progress reports starting June 11, 1970 which will show your efforts and progress in

1. Planned affirmative action to more effectively fulfill your Company's EEO obligations.

2. A summary of the trends in your hiring practices directed toward increasing present minority representation.

3. A record of your training and promotion of minorities, both on the project and in your home office.

Oregon considers your Company to be in compliance with the EEO provisions. Your cooperation in the review and the followup reports is appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan

D. E. Swan
Federal Liaison Engineer

DES:fr

bc: R. E. Simpson
F. B. Klaboe
A. E. Johnson
John Howard

RECEIVED
MAY 28 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1970

FORM 2-20 (REV. 10-69)

FOR FILING
I-405.5(20)3-3
7214

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1970

Original

SUBJECT: Request for Out-of-State Travel
Contract 7214
West Fremont Interchange

To:

Mr. Tom Edwards
Assistant State Highway Engineer

BUILDING

On Thursday of this week Willamette Western Corporation, subcontractors for steel erection on the West Fremont Interchange for Anderson-Hannan, prime contractor, will perform an erection test of a portion of the steel box girders for the subject project. This test erection is to take place in Plant No. 2 of Canron in Vancouver, B. C.

I request permission for out-of-state travel for A. A. Rear, Ed Hardt, and John Howard to observe this erection test as this is a vital part of the construction of the West Fremont Interchange. Travel will be by state car from Salem to Vancouver on Wednesday, May 27, and return on May 29.

Estimated costs are as follows:

A. A. Rear	5025-900-01		
	Meals	$ 18.00	
	Lodging	28.00	
	Car Expense	12.00	
			$ 58.00
Ed Hardt	5060-900		
	Meals	$ 18.00	
	Lodging	28.00	
			46.00
John Howard	626-1011		
	Meals	$ 18.00	
	Lodging	28.00	
			46.00

Copy - Merchant
Flowers
accounting
Orig to file
5-27-70

This is a total estimated cost of $140. May I please have permission for these men to make this trip.

Approved Recommended
Asst. State Hwy. Engr.
5/25/70

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
May 25, 1970

IDM:dh

cc A. A. Rear

SP*32475-734

8 1970
E-30-X (12-67)

7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1970

SUBJECT: Structural Steel Erection
West Fremont Interchange
Stadium Freeway
Multnomah County
Contract No. 7214

To:

MEMO TO THE FILES

A meeting was held on Tuesday, April 28, at 1:00 p.m. in the office of Mr. A. E. Johnson, Metropolitan Engineer, between representatives of Andersen-Hannan, Contractors on the West Fremont Interchange, and representatives of the Highway Department. Those in attendance and their affiliation are given at the end of this memo.

The subject for discussion was the erection plan for the steel box girder span on the West Fremont Interchange. Mr. Edwards explained that the first erection scheme submitted for consideration was not acceptable to the Department. This was also the position of the design consultants, Howard, Needles, Tammen & Bergendoff. Mr. Edwards further stated that the purpose of this meeting from the Highway Department standpoint was to hear any new proposals the contractor may wish to advance for consideration.

Mr. Dick Lieber presented preliminary calculations on the stress, rotation and deflection effects of their erection scheme. Mr. Lieber then inquired as to what procedures must be followed for the contractor to obtain further consideration of his erection plan. Mr. Edwards suggested that complete calculations of the stress, deflection, and rotational effects of the erection scheme be submitted for review. Mr. Edwards also suggested that the contractor make arrangements to duplicate erection conditions in the unit shop assembled in the yard of the steel fabricator, Canron Limited, in Vancouver. Several methods to place the main girders in position to receive the floor beams were discussed. No final decision was made on this subject.

Those in attendance were:

Willamette Western

Burt Harris
Bill Ziegler
Rod Chisum

NOTED
TOM EDWARDS

RECEIVED
MAY 1
OFFICE OF
STATE HIGHWAY ENGINEER

Andersen-Hannan

Bob Everett
Ray Biggs

Earl & Wright, Consulting Engineers

Dick Lieber

Oregon State Highway Department

Tom Edwards ✓
Ivan D. Merchant
Al Rear
A. E. Johnson
Ed Hardt
John Howard
Walter Hart

Ivan D. Merchant
Bridge Engineer

Walter J. Hart
Walter J. Hart
Administration Bridge Engineer

WJH:mf

cc: Those in attendance
Mr. Jack Kopetz

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

T 405-V(20)-213
73-14

May 11, 1970

Pittsburgh Testing Laboratory
P. O. Box 1646
Pittsburgh, Pennsylvania 15230

Attention Mr. M. Y. Ruyan
Vice President

Gentlemen:

Inspection Services

Your letter of April 23 with enclosed material has been received and studied by the Highway Division. The letter and enclosed material was prepared by you on the basis of the discussion we had recently about a master contract for all out-of-state inspection by your company for the Highway Division. The Highway Division has decided that it would prefer to negotiate individual contracts for out-of-state inspection rather than an over-all master contract.

While this is possibly not as satisfactory to your company, it will give the Highway Division flexibility in selecting its consultants for this type of work.

Thank you very much for the material you sent and your offer and be assured your company will be considered in the future on out-of-state inspection.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

IDM:DH

cc R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe

RECEIVED
MAY 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM 2-30 (REV. 10-6?)
APR 29 1970
FOR FILING

[illegible]

7214

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1970

SUBJECT: Stay-in-Place Metal Deck Forms
West Fremont Interchange
Multnomah County
Contract 7214

To:
Mr. A. E. Johnson
Metropolitan Engineer

METRO

Attention Mr. Edward L. Hardt
Asst. Metropolitan Engineer

I have been reviewing the problem of forming the deck inside the steel box girders on this project. Considerable damage to the prime coat of paint may occur from working in the limited area of the boxes. Painting inside the boxes can also be extremely hazardous.

For the reasons cited, a request from the contractor, Anderson-Hannan, to utilize stay-in-place metal forms would be favorably considered subject to compliance with the following conditions:

1. Support anchors for the metal forms will be installed by the steel fabricating shop and will be placed prior to shop painting. In the welding of support angles no welding will be permitted within one inch of the edge of a flange.

2. After the steel is erected and fully bolted, spot painting as required and the final field painting inside the boxes may be done.

3. Stay-in-place metal forms will be used to form the deck inside the boxes only. Removable forms shall be used to form the deck between boxes and the deck overhang.

4. The top of corrugation of the metal forms will be set at plan elevation for the bottom of the deck.

5. A credit will be made to the State in the amount of twenty cents per square foot for the area formed with stay-in-place metal forms.

6. The requirement of the attachment to Bureau of Public Roads' Circular Memorandum (CM) 32-40, a copy of which is enclosed, shall be followed except as may be superseded by the conditions cited above.

NOTED
TOM EDWARDS

SP*52475-734

Your particular attention is called to the requirement that fabrication plans for the stay-in-place metal forms must be submitted for approval. In the application of the metal forms on this project, there are several specific points which are of concern. They are as follows:

A. The detail of the forms at the junction with the floor beams or ring beams.

B. A review of the stability of the support angles for side sway and buckling. The vertical edge of the concrete lug must be maintained at the edge of flange.

7. Some form panels will be removed from the early pours to prove the concrete placement. If the results are satisfactory and the placement procedures remain the same, panels will not have to be removed in succeeding pours.

If the contractor elects to use stay-in-place metal forms, his next action should be the submittal for approval of detail drawings of their installation.

If the metal forms are used, a price agreement will be required to cover their use.

Ivan D. Merchant
Bridge Engineer

IDM:DH
Attachment

cc Howard, Needles, Tammen & Bergendoff /w/ attach.
Tom Edwards
John Howard /w/ attach.

RECEIVED
APR 23 1970
FOR FILING

I-405-8(20)303

7214

C

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 20, 1970

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-405-8(20)303 and I-405-8(22)303
West and East Fremont Interchanges

Edwards

Mr. Edwards' April 10 letter requested our approval of a proposed erection schedule, including painting, and the use of stay-in-place metal deck forms over the steel box girders. Price agreements are to be written to cover the changes.

The erection-painting schedule is satisfactory. The Special Provisions require the final coat of paint to be applied after the steel is erected. The proposed procedure follows this restriction and should require no price agreement.

I approve the use of metal stay-in-place forms on these two projects, with the understanding that a credit will be made in the amount of $0.20 per square foot of SIP forms used. It is also my understanding that the provisions of the Attachment to the August 19, 1969 Circular Memorandum on SIP forms will followed including that of removing at least one form panel during an early deck pour. Also of concern is the welding of form supports on the girder flanges. This office would prefer welding to be held to a minimum, and in no event should welding be allowed near the edges of the flanges.

Your attention is invited to the provision that SIP forms will not be used under longitudinal deck joints.

NOTED
JOM EDWARDS

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APR 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Ivan
4-23-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 16 1970

FOR FILING

I-405-8(20)303

7214

April 16, 1970

H. A. Andersen Company
    and Hannon Brothers Company
P. O. Box 13367
Portland, Oregon 97213

also in special folder

Gentlemen:

I have correspondence concerning the proposal to erect the trapezoidal box girders on the West Fremont Interchange without falsework.

We have discussed this with our consultants, Howard, Needles, Tammen and Bergendoff, and have discussed among ourselves. The proposed method will introduce considerable torsional deflection into the girders during the time they are suspended at the piers prior to placing and bolting the floor beams.

This is not good construction practice and would result in certain locked-in stresses if this torsion is removed by heavy field pinning. There are suitable practical alternates to the method suggested by your consultant. We would be glad to discuss them with you at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS jo

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

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APR 15 1970
FOR FILING

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7214

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1970

To:

MEMO TO THE FILES

SUBJECT: West Fremont Interchange
Construct 7214
Steel erection

On April 6, 1970, I received a telephone call from Bert Harris of Willamette Western Corp. requesting a short meeting relative to their proposal on steel erection for the West Fremont Interchange. Inasmuch as I was going to be in Portland on Tuesday, April 7, I arranged to meet Mr. Harris at the ASCE meeting at the Hilton Hotel at 1:30 p.m.

This meeting was held in the Hilton Hotel with Mr. Richard Leber and Wayne McDonald of Earl & Wright Consulting Engineers for Willamette Western Corp, Bert Harris of Willamette Western Corp., and with Ed Hardt and John Howard and the writer present representing the Highway Department.

At this meeting Mr. Harris amplified their method of erection as indicated by the two drawings submitted provided to the Highway Department and to Howard, Needles, Tammen & Bergendoff, these drawings being 70353 1E and 2E and were received in the Bridge Division on March 16.

Mr. Harris indicated that they believe that the girders were stiff enough to erect as they propose without falsework and that their method of handling and adjusting the girders by the use of erection cranes would be satisfactory. They realize that considerable falsework will be necessary for the erection of the upper level, particularly at the ring beams.

Mr. Harris was told at this meeting that we were not about to give him an answer on the proposed method of erection at this time. Howard, Needles, Tammen & Bergendoff had been requested to study the erection scheme and advise us as to their opinion. To date the recommendation from our consultants has not been received.

I made the statement to Mr. Harris that even though we permitted them to use the erection scheme proposed which eliminates all ground to lower level falsework, we would expect the steel to be put in its true geometrical position both vertically and horizontally and that if this were not done by the cantilever erection method proposed, they might still be faced with the problem of ~~splicing~~ falsework at field splices and jacking the steel to its true position.

placing

NOTED
TOM EDWARDS
NOTED
TOM EDWARDS

Mr. Harris indicated that they had no doubt but what they could erect the steel to the true geometry to the method proposed.

Ivan D. Merchant
Bridge Engineer

IDM:DH

cc Tom Edwards
A. E. Johnson
John Howard

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APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 13 1970
FOR FILING

I-405-[illegible]03

7214

April 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Dear Sir:

During recent inspection trips for the purpose of viewing the trapezoidal box girders for Contract No. 7214, West Fremont Interchange, it has become evident that our specification for forming concrete decks on these structures is entirely unreasonable and unrealistic. The specifications require falsework to be removed from inside the steel boxes after pouring and before painting.

It is evident that working inside the boxes, due to the extremely limited working area, will cause considerable damage to the prime coat of paint. In addition, at a seminar with the paint suppliers this past week, we were advised that applying the final coat inside the steel box girders would be extremely dangerous and probably injurious to the personnel because of the chemical fumes of the paint.

Contractors on both the West Approach (Contract No. 7214) and Units A and B of the East Approach (Contracts No. 7310 and 7311) have proposed the use of stay-in-place steel forms for the area inside the steel box girders only. With your approval, I propose to initiate Price Agreements concerning forming and painting as follows:

1. The shop coat will be applied at the fabrication plant.

2. The steel will be erected and bolted.

3. Spot painting, if required, and final field coat painting inside the boxes will be processed.

4. Stay-in-place steel forms will be used for the deck forms in the area over the boxes.

5. Support anchors for the metal forms will be installed by the steel fabricator in the fabricating shop and will be in place prior to shop painting.

6. The top of the corrugation of the metal forms will be set at plan elevation for the bottom of the deck.

7. The stay-in-place steel forms will be galvanized in conformance with the requirements of ASTM A446-67 with a two-ounce galvanized coating. Design criteria, as related to allowable stresses and deflections, will be as set forth in the attachment to Bureau of Public Roads' Circular Memorandum 32-40.

8. A reduction in price at least equal to the $0.20 per square foot credit outlined in the Bureau's Circular Memorandum will be secured. The savings on the West Approach will approximate $30,000. We have not at this time calculated the savings on the East Approach.

Your earliest comments on this proposal would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

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Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

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APR 13 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

[illegible]
7214

April 10, 1970

Canron
Western Bridge Division
145 West First Avenue
Vancouver 10, British Columbia
CANADA

Attention Mr. C. L. Trethewey
Operations Manager

Gentlemen:

West Fremont Interchange
Contract 7214

This is in reply to your letter of April 3 enclosing a copy of your memorandum covering our meeting in Vancouver on April 1. Our comments regarding your memo will be answered in the same order as discussed and listed in your memo.

1. Mis-alignment of Bottom Plates. We are in general agreement with your statements regarding items 1 (a) and (b); however, I see no reference to the discussion that we had in your telephone call to me on April 2 in which you propose to increase the width of the moment plane from 10½" to 11" to insure that at all times the proper edge distance to bolt holes could be maintained. It seems to me that this would be excellent insurance from your standpoint. Reference is made under item (b) to "light and moderate pinning". I would refer you to the standard specifications 410-3.9, 3.10, 3.11 and 3.14 regarding the fit of holes, et cetera. The fit of the holes should be such that light pinning will permit of shop erection and with no appreciable horizontal bending of the 30" WF floor beams. In case the above-mentioned accuracy of holes drilled to the template cannot be achieved it is our belief that good workmanship would require sub-drilling and reaming to size during shop assembly.

2. This item has been covered in a separate letter to Mr. I. M. Nitkin under date of April 8.

3. Same comments as item 2.

4. We are in general agreement with your comments under item 4; however, I cannot agree that the flanges between diaphragms and rings are not restricted as to specific flatness. Good workmanship will be required with no abrupt deviations from a smooth curve in the longitudinal direction.

NOTED
TOM EDWARDS

RECEIVED
APR 13 1970
FOR FILING

F-465-1 (50) 303

7214

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 10, 1970

Canron
Western Bridge Division
145 West First Avenue
Vancouver 10, British Columbia
CANADA

Attention Mr. C. L. Trethewey
Operations Manager

Gentlemen:

West Fremont Interchange
Contract 7214

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2. This item has been covered in a separate letter to Mr. I. M. Nitkin under date of April 8.

3. Same comments as item 2.

4. We are in general agreement with your comments under item 4; however, I cannot agree that the flanges between diaphragms and rings are not restricted as to specific flatness. Good workmanship will be required with no abrupt deviations from a smooth curve in the longitudinal direction.

NOTED
TOM EDWARDS

5. We are in agreement with your comments.

6. The use of two special threaded studs opposite each vertical web stiffener is acceptable to the State; however, this should be coordinated with the prime contractor as I understand he will make a proposal to the State regarding deck overhang support details.

7. The increase in the tolerance of gap between girder sections of $\frac{1}{2}$"±, one-half inch from the previously approved $\frac{1}{4}$"±, is satisfactory. In the isolated cases where the gap, either at the top or bottom of the section is greater than one inch, special splice plates will be fabricated. It is the desire of the State that the minimum possible tolerance gap be maintained.

8. Comments on this item are as agreed upon at Vancouver.

9. The matter of surface preparation of welds was discussed in a general way at the paint seminar put on by Enjay Chemical Company in Portland yesterday, April 9. We are in general agreement with your comments on this item; however, the technical advisers of the paint system are to be satisfied with the finish obtained to insure that the material is and can be applied in accordance with the manufacturer's recommendation.

I believe the above covers all items that we had pending at this time and I am looking forward to the next trip to Vancouver immediately after the first shipment of Japanese fabricated sections arrive and to see the operation of your paint set-up.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:DH

cc Mr. Tom Edwards
Mr. Ken Peterson
Mr. Don Scott
Mr. B. T. Lawry
Anderson-Hannen, Attn. Mr. Everett

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APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1970
FOR FILING

CANRON LIMITED

WESTERN BRIDGE DIVISION
[illegible] TEL. 874 2311

I-405-8(58)-63
7214

April 3, 1970

Oregon State Highways Department
Highway Building
Salem, Oregon 97310

ATTENTION: MR. I. D. MERCHANT

Dear Sirs:

RE: NOTES OF MEETING IN
VANCOUVER APRIL 1, 1970

Please find enclosed a copy of our memo of April 3, 1970 covering the matters we discussed on Wednesday.

Please check through and confirm that all is in order as discussed.

We are very appreciative of the time you and Mr. Edwards have taken to visit us.

Yours very truly,

CANRON LIMITED
WESTERN BRIDGE DIVISION

C. L. Trethewey
Operations Manager

CLT/kal

Encl.

CC: MR. T. EDWARDS ✓
MR. K. PETERSON
MR. B. T. LAWRY

NOTED
TOM EDWARDS

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

CANRON

INTER-OFFICE CORRESPONDENCE

DATE: April 3, 1970

FROM: C. L. Trethewey

LOCATION: Western Bridge Division
Vancouver, B. C.

TO:
V. A. Tickell
E. Carefoot
N. DeRaadt
A. Alexander
I. M. Nitkin
J. M. Rae
E. Teather
R. Lyle
R. Davies
W. Letvinchuk
G. Hughes
M. Scanlan
H. Glaser

CC: B. T. Lawry
K. Peterson

RE: WEST FREMONT
DRAWING DETAILS AND REVISION TO
CERTAIN PRODUCTION PROCEDURES

Arising from discussions of April 1st between Lawry and Trethewey with Messers Edwards and Merchant of O. S. H. D., certain matters were established and certain revisions to present arrangements will be made.

1. Mis-alignment of Bottom PL's

(a) Those Bottom PL's which have edges which are not exactly parallel with the floor beams are satisfactory provided we do not get discrepancies greater than the Girder 205/206 case which was examined (a protrusion of corner of Bottom PL and Beam flange at ends of approximately 3/8"). This is the appearance consideration. From an edge distance point of view the guage lines in the floorbeam may be skewed limited by minimum edge distance of 1 1/8" to the rolled edge which allows a similar tolerance of 3/8".

(b) At a later stage of the job it is our intention to revert to the standard practice of drilling floorbeams to template without individual transfer pop-marking of blank beams at Plant #2. This as per regular bridge practice. At that time we will be faced with certain minor alignment discrepancies arising from position of Bottom PL's and straightness of floorbeams up to mill tolerance. In this situation there is no appearance or other objection to bringing holes fair with pins in trial assembly verification or erection providing degree of pinning is as AASHO specified falling within standard practice -- light and moderate pinning.

The degree of bend in the trial floorbeam examined on Girders 205/206 was hardly discernable and would not be objectionable structurally or aesthetically. Ease of pinning fair holes alone will be the test, when that stage is reached.

2. Bottom PL Welding

Bottom PL's will be welded to webs of Girders by a revised preparation. This is a partial penetration weld consisting of 5/16" single 45 degree bevel from each side with 3/8 nose. This revision is to be put into effect starting with Division "D".

A sketch and precise details of this revised weld will be issued by I.M.N. and questions relating to it should be referred to him.

3. Diaphragm Bottom Flange Weld (Aligning with Bottom PL's)

A corresponding revision to the weld on the Diaphragm Flange on the inside of the web has to be made. This weld will be changed from the double 1/4 fillet to a heavier partial penetration weld of similar configuration to that of the Bottom PL weld outside.

4. Misalignment of Top Flanges (Tilt)

Flanges when bolted up at Diaphragm positions, Rings or Field Splices must be tight to the plates that cross or sandwich them. Where flanges are not restrained by any stiffener and are free to rotate readily then alignment will be demonstrated when the joint is bolted up. Where any flanges are restrained from pulling flat by bolting the joint, then the necessary corrective work is to be proceeded with immediately.

Flanges between diaphragms and Rings are not restricted as to specific flatness.

5. Fit of "Field Tie PL's"

At diaphragm locations, when bolted up, the "Field Tie PL" has to be tight to the top of Diaphragm and top of Floorbeam for reason of developing friction at the two faying surfaces of the 26 hole bolt patterns. Tightness of the 4 hole pattern to the Flange is secondary from the friction point of view. Accordingly to cope with Mill tolerance of floorbeam depth we should ensure that Girder Flanges are as far as possible not proud.

. . . 3

CANRON

DATE: April 3, 1970

INTER-OFFICE CORRESPONDENCE

FROM:

LOCATION:

TO

Where variation from nominal is encountered it is preferable to have the Girder Flange low. Girder Flange may be up to 1/8" low and bolts allowed to pull Field Tie Plates tight. Above 1/8", a shim is to be applied to ensure no undue bending of Field Tie PL.

(Where Girder Flanges are proud by more than 1/8 - then a shim will have to be put under one or both of the adjacent 26 hole patterns.)

6. Special Top Flange Studs

Effective immediately a pair of Top Flange Studs (the outside 2 where more than two wide) are to be left off at the closest point to each vertical web stiffener. This applied throughout the full length of all Girders. These will be filled in later with a special threaded Nelson Stud which is going to be used for support of deck formwork.

As soon as the type of stud is decided and they are obtained they will be applied at the same time as the regular studs in Plant #1.

All arrangements to cope with Girders already made and those next few girders made with regular studs omitted, will be taken care of by Plant #2.

7. Girder End Trim

Tolerance of gap between girders is to be 1/2" ± 1/2". Gaps may not exceed 1" without special consideration. In the case of the 1 1/8 gap at Top Flanges between Girder 207 and 209 we are allowed to make special top flange splice Plates with 5" rather than 4 1/2" between bolt lines adjacent splice centerline. Before proceeding with this Plant #2 are to consider splitting difference on adjacent splices to see if they can come within the 1" Limit in both cases, and report.

8. Weld Repairs of Undercut and Minor Surface Defects

We are to be allowed to repair in these cases by the downhand technique in the vertical (or 15 degree inclined) position subject to stringent control.

. . . 4

DATE: April 3, 1970

FROM:

LOCATION:

TO

This with the object of getting as neat and smooth contour repairs as possible avoiding excessive weld size build up on initially small surface defects or undercuts. Restrictions are:

1. The weld being repaired is practically of full size and has not been gouged out.
2. The amount to be deposited in the repair is relatively small.
3. The technique is applied to stiffener and diaphragm to web welds only. (This will only apply to vertical repairs and this will only therefore be carried out in the Parking locations).
4. The correct machine settings rod, etc., are used.
5. Only welders properly skilled in the technique to be allowed to repair in this fashion. A specific list of welders checked out by ourselves is to be given to Ken Peterson, by Nick DeRaadt (and kept up-dated). Ken Peterson is required to personally check each of these welders and verify to his satisfaction that they can produce such welding to the necessary standard.
6. The Standard being achieved, in all cases and on a continuing basis is satisfactory by Ken Peterson's judgement. He is requested by O. S. H. D. to stop use of this technique across the board if he is not satisfied with the standard being achieved at any time.

   The greatest effort(and training as necessary) is to be applied to make this technique workable as we are experiencing substantial compounding problems by excessive weld build up with repairs and its attendent configuration and appearance problems. This is exaggerated on this job due to the type of surfaces necessary on account of the paint system.

9. Paint System

This matter of surface preparation of welds for painting and various problems associated with the paint system are being gone into by O. S. H. D. at this time and we expect to have further detail information shortly.

. . . 5

CANRON
LIMITED

DATE: April 3, 1970

INTER-OFFICE CORRESPONDENCE

FROM:

LOCATION:

TO:

Effective immediately we are to reduce weld grinding and eliminate random pin hole repair, etc. The standard of our inspection is to be for the Structural requirements only of the welding in conjunction with spatter removal as for a normal paint system. Care is to be taken in Supervision that the proper standard is understood and that our own inspection is well within the requirements of PTL to prevent risk of re-work.

C.L.T.

CLT/kal

Form E-300-6X

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(20)303
7214

STATE COPY

6-11

APPROVED [illegible]
Contingent upon [illegible] of project agreement if [illegible] funds are required
BY [illegible]
Dist. Engineer
TITLE
DATE 31 MAR 1970
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Fremont Interchange
Highway Stadium Freeway
County Multnomah
Contractor Andersen - Hannan
Address 1626 N.W. 16th Ave., Portland, Oregon 97209

Date March 13 1970
Contract No. 7214
Prefix 626-1011
F. A. Project No. I-405-8(20)303
Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove deck and negative moment steel at WE Pier 7. Retie reinforcement placing the longitudinal negative moment steel in two layers instead of one. This will require replacing the deck truss bars with straight bars either side of Pier 7 for a distance of about 16 feet. It will also be necessary to thicken the deck slab varying amounts up to a maximum of two inches at Pier 7.

1 - Maximum equipment rental rates allowable as per AGC agreement.

2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

"WE" 379 + 69

NOTED
F. B. KLABOE

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MAR 24 1970
BRIDGE DIVISION

Estimate of quantities and cost:

Labor	$ 2,000
Materials	$ 600
Equipment	$ 200
TOTAL =	$ 2,800 (including 15% or 20%)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") To secure sufficient coverage and bond on the # 11 longitudinal beam steel it is necessary to re-tie them in two layers. The labor cost of removing and retying the reinforcement is not adequately compensated by a change in quantity so work must be done on an extra work basis. The new deck slab steel will be paid on this work order at the material cost. Extra concrete for the thickened deck will be paid at the computed unit price on the class A concrete bid item. ~~Work on this order was started March 13, 1970.~~

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 20,868,472.90	
Present estimate of project cost, including $ 2,800 for work under this order	$ 20,150,989.20	
Expected under-run ~~over-run~~ amount	$ 717,483.70	
Expected under-run ~~over-run~~ per cent	3.44	

Submitted by: J. D. Howard
Resident Engineer

Approval Recommended: [illegible]
~~Assistant~~ Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible] 4-3-70
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Office Engineer

SP*23577-734

Form 2-[illegible]

RECEIVED
FEB 18 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(20)303

STATE OUT

6-1

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement [illegible] federal funds are required.
BY [illegible]
Dist. Engineer
TITLE
DATE 17 FEB 1970
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	West Fremont Interchange	Date	Feb. 3 1970
Highway	Stadium Freeway	Contract No.	7214
County	Multnomah	Prefix	626-1011
Contractor	Andersen - Hannan	F. A. Project No.	I-405-8(20)303
Address	P.O. Box 13367, Portland, Oregon 97213	Order No.	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place anchor bolts for the half of the expansion joint seal anchored in "WE" unit 2 and "EW" unit 2 at the Pier 8 cantilever. Bolt to be placed as shown on drawing no. 25016.

1 - Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

"WE" 381 + 33 and "WS" 381 + 32

"EW" 381 + 28 and "SW" 380 + 89

Estimate of quantities and cost:

Labor	$550.00
Equipment	200.00
Material	300.00
Total (Including 15% or 20%) =	$1,050.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Special provisions revision letter no 1 states the expansion joint seal units between unit 2 EW and 3 EW and between 2 WE and 3 WE will be furnished and installed by a future contract. By installing at this time the bolts can be placed more efficiently than if drilled and grouted at a later date. Contract unit price for structural steel does not provide adequate payment so work must be done on an Extra Work basis. No work has been done at this date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$20,868,472.90
Present estimate of project cost, including $1,050.00 for work under this order	$20,001,666.65
Expected under-run ~~overrun~~ amount	$866,806.25
Expected under-run ~~overrun~~ per cent	4.15

Space to right of this line is for use of Salem Office

Submitted by: J. D. Howard
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: Alfred A. Rice
~~Construction Engineer or~~ Bridge Engineer

Approved: G. D. Morgan for
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.

2-18-70

SP*23577-734

RECEIVED
DEC 26 1969

FOR FILING
I-405-8(20)303
7214

December 22, 1969

8040

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Your File 08-35.6
Oregon Project I-405-8(20)303
West Fremont Interchange
Contract No. 7214
Qualification of Welding
Procedures - A588 Steel

Dear Sir:

Your memorandum of December 4 requests that procedure qualification for A588 steel be provided for the West Fremont Interchange similar to that used on the East Fremont Interchange. The specifications cover only shielded metal-arc welding and submerged arc welding, but that other processes may be used provided certain requirements have been met.

The fabricator on the West Fremont Interchange requested permission to use gas metal-arc and electroslag welding on the project. By letter of October 9, 1969, one of the conditions for the approval of these methods was listed as follows:

> "...Procedure and welder qualifications for gas metal-arc and electroslag welding shall be performed according to AWS SR1-65, SUP 1-67, and OSHD specifications, with OSHD specifications taking precedence where there is a difference in test requirements or acceptance standards. The Charpy impact values of 20 ft.-lbs. at 0° F. in the weld metal will be required for both CO_2 and electroslag welding processes..."

As discussed with you, it is our belief that the requirements of SUP 1-67 provide adequate assurance of the procedures. These tests are now being performed in the fabricator's plant and will be reported by our inspection agency. Inasmuch as the above-mentioned welding process was requested by the fabricator, it is his responsibility to provide all of the necessary qualification tests.

The above-mentioned qualifications cover the butt welding of the heavy flange plates in both rings and girders.

It is our intention to request the fabricator to qualify the procedure for fillet welding of A588 steel as required by Appendix A of AWS D2.0-69. Inasmuch as this is an additional requirement, it will be necessary to do this on an extra work basis. I will advise our testing agency immediately to perform the tests required by Appendix A for fillet welding.

The agreement with our inspection agency does not include magnetic particle inspection in his quoted price of $13.50 per ton for shop inspection. Magnetic particle inspection is to be done as extra work at a rate of $6.75 per hour, for equipment only, when ordered by the engineer.

It is our intention to require the inspection agency to inspect approximately 25 percent of the fillet welds of the first six girders fabricated by magnetic particle inspection. After the inspection of the first six girders, the magnetic particle inspection will be reduced to cover 25 percent of the fillet welds on approximately one girder out of every ten on a random basis to be chosen by the inspection agency. This will insure the maintenance of quality welding throughout the length of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IDM:JF ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 4, 1969

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange
Qualification of Welding Procedures - A588 Steel

A review of the subject project specifications reveal that the requirement for qualification of welding procedures for the welding of A588 steel was not included in the contract special provisions.

Welding procedure qualification as detailed under Article 410-3.22(501) of the special provisions for Project I-405-8(22)304 should be made applicable to the special provisions for the subject project. Procedure weld tests in figure 1 and 2 should also be included.

Since the same supplier has the supply contracts for both the East Fremont and West Fremont structural steel, the qualification test for the grade of A588 steel being supplied should be the same.

I request that you insure the cited procedure qualifications be applicable to the West Fremont Interchange work.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 8 1969
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

Ivan [illegible]

NOTED
IVAN D. MERCHANT

RECEIVED
DEC 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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DEC 19 1969
FORM E-30 (12-67)
FOR FILING

I 405-5 [illegible]
7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1969

SUBJECT: Racial Disorders

To:

MEMO TO THE FILES:

NOTED
R. L. PORTER

Several questions resulted from a recent phone threat to the Andersen-Hannan Company, joint venture, on the West Fremont Interchange where they were threatened with damage to the project trailer, overturn + burn, and possible destruction of scaffolding.

I was asked 11 December 1969 by Ron Anderson, AGC, informally about the States' position on two items of possible cost to a contractor on our project that could result from racially oriented damage or protection against such damage. If substantial damage was incurred, such that the over-all project work was delayed, I stated that the State Highway Division would almost certainly grant a time extension to cover the delay period. This type of delay was discussed with John Bond. He considered it to be similar to delay by strike, or something which may be beyond the reasonable control of the contractor. If a project was located in an area where police or night watchman protection could avert damage to the project, I stated that the State would not participate in such protection costs, per se, since they were conditions known to the contractor at bid and for which he should have included costs in the bid.

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Edgar L. Johnsen
Edgar L. Johnsen
EEO Engineer

ELJ:fr

cc: F. D. Morgan ✓
AGC EEO File
W. Fremont Intch. EEO File
Memo to Files EEO

2/16/69
py to Klaus
w Mr Morgan
JW

REFERRED TO
Cooper Porter
By Asst. State Hwy. Engr.

NOT

Routing

CONSTRUCTION DIVISION

Morgan M
4 Decker
Bond J
3 Walker
Boehme
Johnsen

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 3 - 1969
FOR FILING

I-465-

To: 1214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1969

SUBJECT: West Fremont Steel
Fabrication and Erection

Memorandum to the Files

On Monday, November 10, I received a telephone call from Mr. Jack Kopetz of Howard, Needles, Tammen and Bergendoff requesting that I meet him in Vancouver in the very near future to discuss shop details for the subject project. It seems that because of the nature of the job, that Canron was furnishing shop details or piece details to Howard, Needles, Tammen and Bergendoff in such a manner that they could not be checked. Mr. Kopetz and Mr. George Acree, the Checking Engineer, were at a complete loss as to how they could check the details in a meaningful manner. Inasmuch as this also involves the shop erection of the steel Don Scott of the Pittsburgh Testing Laboratory was contacted and agreed to go to Vancouver.

On Wednesday morning, November 12, Mr. Kopetz and Mr. Acree of Howard, Needles, Tammen and Bergendoff; Mr. Scott and his chief plant Inspector; Mr. Peterson of Pittsburgh Testing Laboratory; and the writer met with Mr. L. Thretheway, Mr. E. Nitkin, and Mr. Davies in Canron's office. The last three men being respectively, project manager, project engineer, and chief draftsman for Canron.

A general discussion of the method of preparing the shop details was held in Canron's office. Mr. Thretheway explained the meaning of the various details sent to the consultant and agreed to furnish all of the back-up tables and other material which they had developed for the plate cutting, jig setup, and actual shop assembly and fabrication.

At this time a tour was made of Plant No. 1 and the general method of fabrication was outlined as well as an explanation made of all the special jigs, "T" squares, cutting devices, etc., for the fabrication of the trapezoidal girders.

After reassembling in Canron's project office, the following items were discussed:

1. Canron brought up the problem of centering the top flange over the sloping web plate. Because of tolerances in cutting the sloping web plates, which takes into account horizontal curvature, varying superelevation and dead load camber requirements as well as weld distortion, they did

NOTED
TOM EDWARDS

not believe it possible to always have the flange plate exactly centered. It was agreed that a maximum deviation of 1" for the longest spans would be acceptable and proportionaly less for shorter span lengths.

2. Shop assembly was the next subject of discussion. The contract requires complete shop assembly of a unit plus hanger linkages and its section of girders. Because of the length and width of the sections, Canron does not propose to shop assemble to the final position of grade and superelevation. For their use in the shop assembly, "erection drawings", will be prepared to permit the shop assembly to be made in an approximate horizontal plane.

3. The "erection details" prepared by Canron for their shop assembly will be thoroughly checked by Howard, Needles, Tammen and Bergendoff independently. This is necessary because the shop assembly will determine the final grade and superelevation after erection at the job site. Cutting details, jig setup, etc., will be spot checked by Howard, Needles, Tammen and Bergendoff and all material sizes and steel types will be checked. Canron was informed that it is their responsibility to furnish fabricated steel to fit the plans after erection and deck concreting.

4. Pittsburgh Testing Laboratory personnel will check the shop assembly, prior to completion of fabrication, from the "erection details" prepared by Canron and checked independently by Howard, Needles, Tammen and Bergendoff.

5. As a check on fabricated and assembly dimensions, the Resident Engineer is to make slope chord measurement between center line of girder bearings as soon as adjacent piers are poured. Measurements to be temperature corrected to 52°. Measurements to be furnished to Canron and Howard, Needles, Tammen and Bergendoff for checking "erection details".

6. Canron raised the question of job site assembly of the expansion linkages on concrete to steel and steel to steel units. It was agreed that the problem would be

studied by Howard, Needles, Tammen and Bergendoff, Canron and the State. I believe the only problem is at the concrete to steel linkages as the steel to steel linkages will be shop assembled prior to field erection.

The above points of discussion are not intended to be complete requirements of Pittsburgh Testing Laboratory in shop fabrication as the camber, curvature, superelevation, etc., for individual girder sections must be checked at the various jig setups as well as material and welding quality during fabrication operations.

Ivan D. Merchant
Bridge Engineer

IDM:DH

cc Howard, Needles, Tammen and Bergendoff
  Attn. Mr. Jack Kopetz
 Pittsburgh Testing Laboratory (2)
  Attn. Mr. Don Scott
 Tom Edwards
 A. E. Johnson
 John Howard

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DEC 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1969
FORM E-30 (12-67)

FC

~~I-1105-8~~ (20) 363
7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1969

SUBJECT: Out-of-state travel regarding West Fremont Interchange

To:

Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

copy in 7214 Consult.

Mr. Kopetz of Howard, Needles, Tammen & Bergendoff, called me this morning regarding some problems they were having with Canron, fabricators of the structural steel on the West Fremont Interchange. The problems, basically, involve shop details and shop inspection.

Permission is requested for out-of-state travel expense to Vancouver, B.C. on November 11 and return on November 12. Estimated cost of the trip is $76 which will be charged to the administration of the subject contract.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM:DH

cc V. E. Skoog

NOTED
TOM EDWARDS

copy to: Edwards
Merchant
Skoog
Florence
Gen Files

APPROVED
R. L. Porter
DEPUTY STATE HIGHWAY ENGINEER
Date Nov. 10, 1969

RECEIVED
DEC 30 1969

FOR FILING

I-405-8(20) 305
7214

November 6, 1969

Mr. Leander Quiring
Director
Department of General Services
General Services Building
Salem, Oregon 97310

Attention: Mr. Damon A. Doverell

Dear Mr. Quiring:

I am attaching our letter agreement with Photo Art Commercial Studios Inc. for the lapse photographic coverage of the construction on the East Fremont Interchange.

On November 4 I contacted you and received your verbal approval to proceed on this agreement. The Bureau of Public Roads has also approved this agreement and will participate in its cost.

Thank you for your assistance in this matter.

Very truly yours,

W. E. [illegible]
Controller

[illegible]
Attachment

NOTED
FLOYD QUERY

PHOTO ART COMMERCIAL STUDIOS INC.
420 sw Washington Street, Portland, Oregon 97204
(503) 224-5665

AUDE F PALMER
sident

photo art

October 23, 1969

Oregon State Highway Department
Mr. A. E. Johnson, Metropolitan Eng.
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention Mr. Edward Hardt

Gentlemen:

This is to enter our estimate on the second location of a camera unit to make 16mm sequence photographs of construction for the new Fremont bridge.

We understand that this unit is to be located at the start on the Eliot school building, and that the interval between exposures is to be 30 minutes during working days and hours, as finally agreed on for the first unit.

As before, we will service and check the equipment at weekly intervals or as indicated to insure proper results and will check these with you. Also, we will expose a dating frame at monthly or shorter intervals to serve as a check on when the photographs were made.

We will use Eastman EF 7242 color film as specified, and on completion, will deliver to you all original film, and one color work print of same, all to be the property of the Oregon State Highway Commission.

We understand that this project will cover a period of approximately 26 months starting immediately on your notification.

Total cost of this project including displacement and maintenence of equipment, film, processing service, and the final work print will be \$3,000.00 with a \$500.00 contingency in case of unforseen factors beyond our control.

QUALIFIED PHOTOGRAPHER

[illegible]
AM [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

METROPOLITAN ENGINEER
RECEIVED
OCT 24 1969
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MDE MTC

This is slightly higher than in the first location because there we are using equipment already in hand, whereas here we have to purchase new and currently more expensive units which will be tied up for over two years and may have little salvage value.

As before, we will bill you on a monthly fee basis each 3 months to cover services, film, and equipment use, at three twenty sixths of the total of $3,000.00 with any contingency to be covered in the final billing.

As discussed previously, we appreciate being considered for this important work, and assure you of doing a satisfactory, dependable and professional job.

Sincerely,

PHOTO-ART COMMERCIAL STUDIOS

Claude F. Palmer

Claude F. Palmer, President

fdl

Approved 11/7/69

Asst. State Hwy. Engr.

Ivan V. Merchant

I-405-3(20)303
7214

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DEC 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist Engineer
DATE 1 DEC 1969
U.S. BUREAU OF PUBLIC ROADS

Project Name West Fremont Interchange ✓
Date 69
Highway Stadium Freeway ✓
Contract No. 7214
County Multnomah ✓
Prefix 626-1011
Contractor Andersen - Hannan ✓
F. A. Project No. I-405-3(20)303 ✓
Address P.O. Box 13367, Portland, Oregon 97213
Order No. 3 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and replace unsuitable material in subgrade of 16th Ave. relocation.

1 - Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

16th Ave. 20 + 17.30 to 24 + 93.86

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor $200.00
Equipment $200.00
TOTAL = $400.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pockets of blue clay were removed in the east half of 16th Ave. and replaced with broken pavement and rock obtained from removal of the existing street. Contract bid items do not cover, so work must be done on extra work basis. Work on east half was started Oct. 14, 1969 and completed Oct. 20, 1969. The above estimate is for work that has been done; additional work may be necessary when the west half of 16th Ave. is relocated. ✓

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $20,868,472.
Present estimate of project cost, including $400.00 for work under this order $19,972,986.
Expected under-run ~~over-run~~ amount . . . . . . $895,446.
Expected under-run ~~over-run~~ per cent 4.29

Space to right of this line is for use of Salem Office

Ref'd to Morgan 12-4-69

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or

STATE COPY

Form

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NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(20)303
7214

GLP

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hoover
Dist. Engineer
TITLE Amended Nov. 5, 1969

Project Name West Fremont Interchange
Date ~~July 3~~ 20 NOV 1969 19 69
Highway Stadium Freeway
U. S. BUREAU OF PUBLIC ROADS
Contract No. 7214
County Multnomah
Prefix 626-1011
Contractor Andersen - Hannan
F. A. Project No. I-405-8(20)303
Address P.O. Box 13367, Portland, Oregon 97213
Order No. 2 - Revised

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load test pile located in Pier ES 9 to failure.

1 - Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

* See back of sheet.

Location by station numbers:

"ES" 383 + 74.09

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor...............	$217.16
Equipment..........	72.39
	$289.55

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special provisions require the contractor to test load the pile to 200% of design load, and not to failure. This work was done Saturday, June 21, 1969 and completed Sunday, June 22, 1969. The overtime was necessary due to pile driving in the near vicinity which would interfere with conducting the test.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $20,868,472.90
Present estimate of project cost, including $ 289.55 for work under this order $19,972,586.20
Expected under-run ~~over-run~~ amount . . . . $ 895,886.70
Expected under-run ~~over-run~~ per cent 4.29

Space to right of this line is for use of Salem Office

Submitted by: J. D. Howard
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
~~Assistant~~ Division Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or
Const. Office Engineer.

11-24-69

SP*23377-734

This work to be done by Northwest Testing Laboeratory who also performed the contract load test. Work performed by Specialist not under subcontract is authorized by Article 9-8(d) of the Standard Specifications. Billing will be by invoice from Northwest Testing Laboratory with contractor's percentage applied according to Article 9-8(e) of the Standard Specifications. Total cost will be $289.55.

Accepted:

Raphael Hannan Jr
Andersen - Hannan Company

I-405-8(20)303

7214

RECEIVED
NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

C1-P

APPROVED [illegible]
Contingent upon [illegible]
ject agreement if additional [illegible]
req[illegible]d
BY G.K. H[illegible]
TITLE Dist. Engineer
DATE 20 NOV 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name	West Fremont Interchange ✓	Date	Nov. 5 1969
Highway	Stadium Freeway ✓	Contract No.	7214
County	Multnomah ✓	Prefix	626-1011 ✓
Contractor	Andersen - Hannan ✓	F. A. Project No.	I-405-8(20)303 ✓
Address	P.O. Box 13367, Portland, Oregon 97213	Order No.	4 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

On the six expansion link assemblies joining ES unit 4 to ES unit 5 and the eight assemblies at the west end of WE unit 2 rotate the diagonal plates as shown by the accompanying revised drawing no. 25019.

1 - Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

"ES" 385 + 25 & "WE" 381 + 33

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$500.00 ✓
Equipment	400.00 ✓
Materials	80.00 ✓
TOTAL =	$980.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The close spacing of the shear studs on the inner faces of the diagonal plates makes placement of concrete difficult and transfer of stress questionable. Rotating one of the diagonal plates staggers the shear studs and improves the situation. No provision was made for this work, so it must be done on an extra work basis. Work was started October 23, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$20,868,472.90	✓
Present estimate of project cost, including $980.00 ✓ for work under this order	$19,973,966.20	
Expected under-run amount	$894,466.70	
Expected under-run per cent	4.29	

Submitted by: J. D. H[illegible] Resident Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer

Approval Recommended: [illegible] Division Engineer

Approved: [illegible] Deputy State Highway Engineer, Assistant State Highway Engineer

11-24-69

C

RECEIVED
NOV 1969
FOR FILING

Form [illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-405-8(20)303

7-314

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 28, 1969

In reply refer to: 08-35-EC

FROM For : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange Section
Consultant Agreement for Steel Inspection

The consultant agreement between the State and the Pittsburg Testing Laboratory for shop inspection of the structural steel for the subject project is hereby approved as submitted by Mr. Merchant's October 16 letter.

NOTED
TOM EDWARDS

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

copy to Merchant 10-29-69

RECEIVED
NOV [illegible] 1969
FOR FILING

Form [illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-405-8(20)303

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NOTED
TOM EDWARDS

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OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

copy to Merchant 10-29-69

10-10-69

RECEIVED
NOV 1969
FOR FILING

OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box)
☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

I-405-8(20)303
7214

REGION NO. 8	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 10-10-69	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-405-8(20)303
IN COMPANY WITH E. Hardt, Asst Div Engr, J. Howard, Res Engr. OSHD; G. Hossner, Area Engr, R. Pillsbury, Br. Engr			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 17 %	WORK COMPLETED 10 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

WEST FREMONT INTERCHANGE SECTION

STADIUM FREEWAY

Grading, Paving, Structures, Signing and Illumination

1. SCOPE OF INSPECTION:

This inspection consisted of an observation of the contractor's pile driving operation, the State's inspection procedures and an office review of records concerning the piling operations.

2. SUMMARY OF FINDINGS:

a. The project was staffed with well-qualified personnel.
b. The materials being accepted substantially met specification requirements.
c. The piling was being placed at Pier WE #4 in accordance to plans and specifications.

3. COMMENTS AND RECOMMENDATIONS:

A thorough review of the project records and files found the documentation of all operations in very good order.

The procedure for rejection of piling was found to be very thorough. Every heat number is checked for dimensional acceptance which amounts to 10% of all piling. Of those checked 42 piling have been rejected. The rejections were based on weight deficiencies amounting to as much as a 150# underrun on the 60' 14BP73 piling. Approximately 15 readings were taken per pile and if the average is 2 1/2% low, then the piles were weighed as a final check for rejection.

The contractor has had two EEO meetings with his supervisory personnel. The resident engineer has attended one of the meetings.

Work papers for this inspection are attached to the Division office copy of this report.

orig to Morgan
10-24-69

RECEIVED
OCT 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

NOV 12 1969

FOR FILING

I-405-8(20) 303
7214

HN

9-30-69

MISC. CONTRACTS and AGREEMENTS No. 3828

October 3, 1969

Pittsburgh Testing Laboratory
611 S. E. Harrison Street
Portland, Oregon 97214

Attention: Mr. Don Scott

Gentlemen:

Attached are two copies of an agreement for steel inspection on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

Please initial the correction on page 8a of the agreement. When this has been done, return one copy to this office and you may retain the other copy for your files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
Attachment

cc Ivan Merchant
Attn: C. A. Gardner

10-15-69
Agreement returned
from PTL via Slim
Gardner. - Ivan
8 copies sent to
Bridge

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 25, 1969

Oregon State Highway Commission

AGENDA
SEP 30 1969
4 N

Gentlemen:

Structural steel for the West Fremont Interchange Section of the Stadium Freeway in Multnomah County, Contract No. 7214, is being purchased by the contractor after fabrication by the Canron Steel Company at its Vancouver, B. C. plant. Inspection of the material and fabrication is a contract requirement. All state personnel capable of doing this type of work are currently engaged in the Portland area and will be for considerable time. We propose to engage a consulting firm to do this work.

Pittsburgh Testing Laboratory has made an offer of inspection service for the unit price $13.50 per ton with a totaled guaranteed top limit of $112,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This is a Federal-aid Interstate project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the September 30 meeting.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

10-15-69
8 copies
sent to
Bridge Div.
for

Slim said
blank on page
8 is ok.
Should not
be filled
in.

NOTED
FLOYD QUERY

Ⓐ
2 COPIES TO
BE SIGNED

By Secretary

cc: Floyd Query ✓----
R. L. Porter
Tom Edwards
V. D. Wolfe
Ivan Merchant
V. E. Skoog
L. H. Young
F. D. Morgan
L. W. Rulien
A. E. Johnson

When the agreement is completed, please furnish Bridge with eight copies for distribution to the Bureau of Public Roads and interested people in the department. I have interlined and initialed the first paragraph on page 8a of the attached agreement. Please take steps to have the consultant initial the correction.

RECEIVED
SEP 30

FOR FI

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-405-8(20)303

7214

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: I. D. Merchant

DATE: September 26, 1969

In reply refer to: 08-35.6

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-405-8(20)303
West Fremont Interchange

Your request of September 23, 1969 to modify the concrete sampling program on this project is approved.

The modified procedure as requested, will require the standard sampling requirements for pours of less than 100 cubic yards. For larger pours, cylinders, slump, and air tests will be made every 4 hours or every 400 cubic yards, whichever is lesser. At least one yield test per pour will be required. Supplemental testing by Kelley Ball and Chace Air Meter will also be performed.

These modifications are similar to those made in other large jobs in the area which have proven satisfactory because of the consistent high quality concrete obtained in the Portland area.

Copy - Merchant
9-30-69

NOTED
TOM EDWARDS

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]
DEC 1 - 1969
[illegible]

4C

Attachment 1

I [illegible]
7514

Interstate Estimate and Actual Cost for
Fremont Bridge and Connecting Interchanges

(Amounts in $1,000)

Project	Obligation Date	Contract No.	1968 Interstate Estimate	Project Authorization on 9/15/1969
Superstructure Fremont Bridge 405-8(17)303	6/69	7276	$18,035	$24,055
West Fremont Interchange 405-8(20)303	5/69		$20,591	$20,868
East Fremont Interchange Unit A 405-8(22)304	7/69		$10,204	$13,262
East Fremont Interchange Unit B 405-8(23)304	7/69		$ 6,699	$10,003
East Fremont Interchange Unit C 405-8(24)304	6/69		$ 2,395	$ 2,345
			$57,924	$70,533

6,247

6,362
Not Included

September 16, 1969

NOTED
F. B. [illegible]

RECEIVED
SEP 29 1969

STATE

I-405-8(20)303

7314

FORM PR-33B
(REV. 3-68)

cc: OSHD (Klaboe)
OSHD (Tom Edwards)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

gyh

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 8	REPORT NO. *	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 9-16-69	INSPECTION MADE BY Glenn K. Hossner, Area Engineer		PROJECT NO. I-405-8(20)303
IN COMPANY WITH John Howard, Resident Engineer, OSHD			
QUALITY OF WORK * Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 14 %	WORK COMPLETED 06 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

WEST FREMONT INTERCHANGE SECTION
STADIUM FREEWAY
Grading, Paving, Structures, Signing, and Illumination

During the course of this inspection the contractor was driving 14" bearing piles at pier ES5, splicing 14" piling at pier ES6, pouring footing concrete at pier ES7, erecting falsework scaffolding between piers ES8 and 9 and piers ES9 and 10, splicing column steel at pier WE6, and jacking 30" sewer pipe from jacking pit located at WE376+90.

Concrete for columns at piers ES8, 9 and 10 and WE7 and 8 have been poured to the bottom of the cross beams. Column steel and forming for the concrete column are being completed at pier WE6. Erection of the falsework scaffolding between piers ES8 and 9 and ES9 and 10 is progressing in a satisfactory manner. Prefabricated forms were being set in place on top of the columns at pier ES10.

Work on this project appears to be progressing in a satisfactory manner. The contractor seems to be well organized and is effectively pursuing all facets of the contract work.

The contractor plans to double shift the pile driving operation beginning tomorrow. Current plans are to double shift for a period of approximately 3 weeks or as necessary to provide desirable lead time in the pile driving operation.

There have been no further price agreements or extra work orders since the previous inspection. Negotiations are still underway with the contractor to provide for revisions to the WE Line as discussed in the previous report.

(more)

9-26-69 orig to Major [illegible]

REPLACES PR 33A 3-66, WHICH WILL NOT BE USED.

This project was reviewed for EEO compliance on August 29, 1969. A report of this review will be furnished by the State Highway representatives responsible for conducting the review. It was noted during today's inspection that equal opportunity and nondiscrimination posters had been displayed on the project, that there is no apparent discrimination in use of comfort facilities at the project site, and that several members of the minority race were actively employed on the project.

It was noted that traffic was being handled through the work area in an effective manner.

Materials being incorporated in the work were properly covered by test reports or manufacturer's certification and considered to be in substantial compliance with governing plans and specifications.

RECEIVED
SEP 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV [illegible] 1969
FOR FILING

7-15-69

FORM PR [illegible]
(REV. 3-68)

cc: OSHD (Klaboe)
OSHD (Tom Edwards)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

gyh

REGION NO. 8	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 9-15-69	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer		PROJECT NO. I-405-8(20)303
IN COMPANY WITH See below			
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

WEST FREMONT INTERCHANGE
STADIUM FREEWAY
Grading, Paving, Structures, Signing, and Illumination

On the above date Messrs. Merchant, Berger, Chidsey, Reif, and Hardt of OSHD, Don Scott of Pittsburgh Testing Laboratories (employed by the State), and I met with Messrs. Irving Nitkin and Frank Graham of Canron Ltd. in the Metropolitan Division office concerning the welding specifications proposed by the Canron fabricators.

Just prior to the meeting I had a threeway conversation with Messrs. Berger, OSHD, and Deuterman of the Washington office at the request of Mr. Tokerud to discuss the Charpy V-notch impact tests of weld metal, base metal and the metal in the heat-affected zone of the A-588 steel. Mr. Deuterman stated that the impact energy level of 15 ft.-lbs. at 0°F would be satisfactory for the weld metal and 15 ft.-lbs. at +30°F in the heat-affected zone would be satisfactory for A-588 steel. He also indicated that impact energy level of 20 ft.-lbs. at 0°F would be satisfactory for the weld metal produced by the carbon dioxide gas-shielded process. Specifications for the Charpy V-notch impact test were set up originally for A-36 steel and are not really applicable to the low alloy steels used on this project. This information was given verbally to Mr. Tokerud.

The fabricator had prepared specification procedure controls that would be given to the plant foreman for welding guidelines on this project. Project specifications will be adhered to strictly and the intent of this meeting was to clarify the plant instructions with respect to the specifications. All items were satisfactorily resolved.

orig to Morgan 10-21-69

NOTED
R L PORTER

(more)

REPLACES PR 33A 3-63, WHICH WILL NOT BE USED.

Carbon Dioxide Shielding

The fabricator requested the use of carbon dioxide shielding for stiffners in diaphragms and certain other areas yet to be determined. He claims that he has the proper equipment to do this type of welding and that it will produce better welds than other methods. He will set up a procedure for an initial daily check on the procedure. The welder apparently is the weak link in this program. Both automatic and hand held operations will be verified. Since the fabricator requested the use of carbon dioxide prior to fabrication in accordance with specifications and his procedure is acceptable, no credit will be requested. The fabricator will initiate his own quality control prior to radiographing and will let the inspector know prior to any rewelding.

It was felt that the meeting was very fruitful and that the Canron people have excellent supervisory personnel.

RECEIVED
OCT 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 12 1969
FOR FILING

I-405-8(20)303
7214

September 10, 1969

7807

Mr. Sherwin L. Steinberg
Sales Manager
Carboline Company
328 Hanley Industrial Court
St. Louis, Missouri 63144

Dear Mr. Steinberg:

I have your letter of September 4 concerning paint and paint specifications for the Fremont Bridge.

As of now there are two contracts in existence, both requiring the same type of paint. These are Contract No. 7214 for the West Fremont Interchange complex to Andersen-Hannan of Portland, Oregon and Contract No. 7276 for the main river crossing to Murphy Pacific Enterprises of Emeryville, California.

We have not been advised by either of the prime contractors or the steel fabricators as to who the supplier for the paint will be. There have been no changes made in the contract specifications for paint and none will be made. The supplier, whoever he may be, will be required to furnish products complying strictly with the specifications as written.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:dh ja

carboline
COMPANY

AREA CODE 314
MISSION 4-1000

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

September 4, 1969

Mr. Tom Edwards, Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Subject: Fremont Bridge Protective Coatings

Dear Mr. Edwards:

As you know the protective coatings specifications for the inorganic zinc primer to be used on the Fremont Bridge indicate that the material shall be a self-curing type included on the current Qualified Products List, QPL-23236, under Military Specifications MIL-P-23236 (Ships) for Type I, Class 3. In your letter of July 18 you indicated to me that the specification is open to any material supplier who can comply with these specifications.

Several recent reports from the field indicate that Mobil Zinc 7 has been selected for use by the fabricator of the main bridge and that the same product was submitted for use by the fabricator of the west interchange. To the best of our knowledge Mobil Zinc 7 is not approved under the latest QPL for MIL-P-23236, Type I, Class 3 nor has it ever been. If the above reports are true we are at a loss to understand how a product that does not meet the specification could be approved. We would very much appreciate an explanation. Thank you for your consideration.

Very truly yours,

CARBOLINE COMPANY

Sherwin L. Steinberg

Sherwin L. Steinberg
Sales Manager

SLS:ep
cc: Mr. Forrest Cooper, State Highway Engineer

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 8 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Merchant
PI
cc Edw

RECEIVED
AUG 25 1969
FOR FILING

I-405-8(20) 303

7914

21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem,Or 97308

DATE: August 20, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Structural Steel Inspection

We will approve an agreement between the Highway Department and the Pittsburgh Tesing Laboratory as explained in your letter of July 29, 1969 signed by Mr. Edwards.

RECEIVED
AUG 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Ryan
8-25-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 15 1969
FOR FILING

I-405-8(30)303

1214

August 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Dear Sir:

You requested a summary of offers received for steel inspection at the Vancouver, British Columbia plant which will fabricate material for the West Fremont structure.

Four offers were received, as indicated on the attached sheet; only two of these could be considered because the other two companies declined to state what their inspection coverage would be. The two solid offers were from Pittsburg and from Warnock Hersey of Vancouver, B. C. The Pittsburg offer was the only one which gave full coverage and provided five men on a continuing basis. Warnock Hersey would agree to supply only four men under Alternate 1.

Aside from this, our information is to the effect that Warnock Hersey does radiograph work for fabricating plants on a continuing basis and for this reason there appeared the possibility of a conflict of interest. Admittedly, the Pittsburg offer is expensive; however, the fabrication is intricate. The Pittsburg offer will provide the coverage we wish and has the added advantage of being a company which can be contacted through its Portland office, which is tantamount to on-the-job coverage.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

TE:ja

Attachment

OFFERS RECEIVED
FOR
STEEL INSPECTION
AT
VANCOUVER, B. C.

Robert W. Hunt, Portland $ 7.50 Ton

Coverage will be "full time basis covering all shifts in production".

Conan, Seattle $ 4.12 Ton

Coverage not stated.

Pittsburg $13.50 Ton

Coverage -

Fabrication plant -

Day shift 2 men
Swing shift 1 man
Graveyard shift 1 man
Shop Assembly - Day shift 1 man

Warnock Hersey, Vancouver, B. C.

Coverage -

Fabrication plant -	Alternate 1 $7.45	Alternate 2 $5.55
Day shift	1 man	1 man
Swing shift	1 man	1 man
Graveyard shift	1 man	0
Assembly Area Day	1 man	1 man

RECEIVED
AUG 15 1969
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 12, 1969

In reply refer to: 08-35.6

I-405-8(20)303

1214

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange
Revised Plans

We have reviewed revised plans submitted to us under Mr. Merchant's letter of August 7, 1969. We find that gore point protection details (Drawing 25010) to be different than details shown on the East Fremont Unit A Project (Drawing 25327). More protection is provided at the corner. This appears to be a desirable change. Also, we understand that the 4" monolithic pad for the protector system to sit on induces some vaulting of the vehicle. This probably should be eliminated in view of current tests. Also, we understand the system is longer.

We understand that you are corresponding with the Rich Company in an attempt to keep current with their latest development. Please consider these items along with other new development of this protection device.

Enclosure
West Fremont Interchange Drawings Nos. 25010 - 25223

Copy - Merchant
w/o drawings
8-15-69

NOTED
TOM EDWARDS

RECEIVED
AUG 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-1([illegible])303
7214

Andersen-Hannan
1626 N.W. 16th
Portland, Oregon 97209

August 6, 1969

Re: EEO Compliance Review
West Fremont Interchange
Contract No. 7214

Gentlemen:

To confirm our recent phone conversation, the Oregon State Highway Department will conduct a compliance review of your organization with regard to Equal Employment Opportunity. The date is August 29, 1969 at 10 A.M. The meeting will be held at your 1626 N.W. 16th Street, Portland office.

You and other company officials who contribute to the company's EEO policy are expected to attend. The review will be conducted by Ed Johnsen, EEO Coordinator, Oregon State Highway Department. Other representatives from the State and Federal agencies may attend.

We will try to resolve your evaluation of the minority recruitment potential, your affirmative action efforts, including participation in training programs, and technical compliance to judge your compliance.

Very truly yours,

D E Swan
for Edgar L. Johnsen
EEO Coordinator

DES:fr

bc: R. E. Simpson
F. B. Klaboe
A. E. Johnson
John Howard

RECEIVED
AUG 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

[illegible]

August 1, 1969

John W. Rich Manufacturing Co.
1329 Fee Drive
Sacramento, California 95815

Attention: Grant W. Walker, PE

Gentlemen:

Re: Hi-Dro Cushion Gore Barriers
West Fremont Interchange
Stadium Freeway
Multnomah County
Contract No. 7214

On our plans for the West Fremont Interchange, which is under construction at the present time, there are 3 Hi-Dro cushion cellular devices to protect three gore points located on the structure. At the time our consultants were designing these gore points they were in contact with you and received the necessary information relative to method and size of the installation.

On July 15 and 16 the Bureau of Public Roads and California Division of Highways held a workshop in Sacramento to study the various safety devices now being developed. Mr. E. S. Hunter of our Maintenance Division attended this function and also the testing of the Rich Hi-Dro Cushioning Barriers. On his return he stated that your organization had revised your thinking in this line and were making a different type of cellular barrier than that designed for the subject structure. The length of the barrier having been lengthened and the type of cells changed.

Our special provisions under gore point protection regarding these Hi-Dro cushions states in part, "At the location shown on the plans, the gore points shall be protected with water filled cushion cells ---- complete details for the units shall be prepared by the manufacturer and submitted to the engineer for approval. Construction. The cells shall be installed by the manufacturer or personnel directly supervised by him. Any items which require casting into the concrete shall be furnished to the contractor for placement in accordance with the instructions of Rich Enterprises. ----"

NOTED
TOM EDWARDS

It is our aim to place on the subject structure the latest type of barrier for this purpose and, according to the special provisions, part of which was quoted above, your company is to design and install this device. Due to the possible changes in the design of this barrier we are wondering what changes will be required in the deck and handrail at the gores.

In order that you may be familiar with the structure as designed we are attaching two prints each of Drawings Nos. 25010, 25061, 25076 and 25132 which show the plan of the structure at each gore along with the general details of the Hi-Dro cushion design which was made at the time of the design of the structure.

We would appreciate any material and suggestions you can supply as to length, shape and installation of these gore protection devices because, as mentioned above, if it is necessary to provide more room for the longer assemblies, it will require some revision of the deck area, especially at one of the gore points.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:jf

cc: Tom Edwards
A. A. Rear
A. E. Johnson
John Howard

RECEIVED
AUG 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1969
FOR FILES

I 405-8(20)303
7214

July 29, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: West Fremont Interchange
Contract No. 7214
FAP No. I-405-8(20)303

Dear Sir:

Structural steel for the project is to be fabricated by Canron Limited, Western Bridge Division, at its Vancouver, B. C. plant and the elastomeric ring bearings are to be fabricated in Toronto, Canada. Inspection of fabrication at these locations is, of course, a necessity. All Highway Division personnel capable of performing this type of work are committed to similar work in the Portland area and will be required in the Portland area for a considerable time; therefore, we propose to engage a consultant specializing in this type of work to perform the inspection for us.

Following the procedures outlined in our letter of July 18, 1966, we selected five firms for preliminary interviews as to interest in the work, ability to perform, and with manpower sufficient to perform the inspection to contract requirements. Two of the firms selected for interview were Canadian-based and three were domestic firms. All five firms reported for interviews. Four submitted offers. One Canadian firm did not submit an offer because of lack of manpower to conduct the work.

In analyzing the offers submitted, particular stress was laid on the manning level proposed, the nature of the work with all its many complexities, the possibility of an overrun in time of fabrication over the fabricator's very optimistic schedule and a possibility of a part of the work being subcontracted out to other fabrication plants, the location of the office of the firm with which we would be dealing, and knowledge of the firm's capabilities to perform the work to specification requirements and, lastly, the fairness of the firm's offer.

After consideration of all of the factors involved, we have selected Pittsburgh Testing Laboratory as the firm most capable to perform the type of inspection required. A copy of its proposal is attached. The offers for ultrasonic and magnetic particle inspection are contingent items not a part of the contract requirements and are to be done only under order of the engineer.

An estimate of cost to perform the work with State forces, provided we had qualified manpower available, would be in the neighborhood of $11 to $12 per ton.

I request your approval of completing an agreement with Pittsburgh Testing Laboratory and including the cost of the same in the cooperative project engineering costs. The form of agreement will be similar to those negotiated in the past for other projects which you have in your files.

Acceptance of Pittsburgh Testing Laboratory's offer would indicate a limiting amount of the agreement as follows:

Inspection - 7,738 Tons @ $13.50	$104,663
Contingent Items:	
100 hrs. Ultrasonic Inspection @ $14.50 = $1,450	
100 hrs. Magnetic Particle Inspection @ $6.75 = $675	2,125
Subtotal	$106,788
Contingencies	5,212
TOTAL	$112,000

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf ja

Attachment

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881
INSPECTING ENGINEERS AND CHEMISTS
2419 S. E. POWELL BLVD.
PORTLAND, OREGON 97202

July 10, 1969

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Structural Steel Inspection
Services - West Fremont
Interchange - Portland, Oregon

Gentlemen:

In accordance with your request this laboratory is pleased to submit the following proposal for ultrasonic inspection of welds at the subject project site in Vancouver, British Columbia, Canada.

We propose to use inspection personnel on the project to perform this service, therefore, the charges given below are for equipment only.

Krautkramer - Portable	$14.50/hour each

We hope the foregoing merits your approval and look forward to assisting you on this project.

Respectfully submitted,

PITTSBURGH TESTING LABORATORY

Donald R. Scott

Donald R. Scott, Manager
Portland District

232-218[illegible]

DRS/jd

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PITTSBURGH NEW YORK BOSTON PHILADELPHIA CLEVELAND DETROIT ST. LOUIS BUFFALO GREENSBORO LOUISVILLE MEMPHIS SALT LAKE CITY SAN FRANCISCO
NEW ORLEANS SEATTLE PORTLAND BIRMINGHAM BATON ROUGE LAFAYETTE MILWAUKEE INDIANAPOLIS ATLANTA HOUSTON DALLAS JACKSONVILLE TAMPA MIAMI
CHICAGO SYRACUSE TALLAHASSEE EUGENE DURHAM NASHVILLE ROANOKE CHATTANOOGA DAYTONA GAINSVILLE ROCHESTER SPOKANE MORGAN CITY WINSTON-SALEM
ASSOCIATES AT: LOS ANGELES TORONTO MONTREAL LONDON, ENGLAND

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881
INSPECTING ENGINEERS AND CHEMISTS
2419 S. POWELL BLVD.
PORTLAND, OREGON 97202

July 1, 1969

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Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Structural Steel Inspection
Services - West Fremont
Interchange - Portland, Oregon

Gentlemen:

In accordance with your request this laboratory is pleased to submit the following proposal for magnetic particle inspection of fillet welds at the subject project site in Vancouver, British Columbia Canada.

We propose to use inspection personnel on the project to perform this service, therefore, the charges given below are for equipment only.

KH09 1000 amp. Magnaflux Corporation Unit

. . . . $6.75/hour each

We hope the foregoing merits your approval and look forward to assisting you on this project.

Respectfully submitted,

PITTSBURGH TESTING LABORATORY

Donald R. Scott

Donald R. Scott, Manager
Portland District

DRS/jd

PITTSBURGH NEW YORK BOSTON PHILADELPHIA CLEVELAND DETROIT ST. LOUIS BUFFALO GREENSBORO LOUISVILLE MEMPHIS SALT LAKE CITY SAN FRANCISCO
NEW ORLEANS SEATTLE PORTLAND BIRMINGHAM BATON ROUGE LAFAYETTE MILWAUKEE INDIANAPOLIS ATLANTA HOUSTON DALLAS JACKSONVILLE TAMPA MIAMI
CHICAGO SYRACUSE [illegible] EUGENE FT. PIERCE NASHVILLE ROANOKE CHATTANOOGA DAYTONA ORLANDO ROCHESTER SPOKANE
ASSOCIATES AT: LOS ANGELES TORONTO MONTREAL LONDON, ENGLAND

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881
INSPECTING ENGINEERS AND CHEMISTS
2419 S. E. POWELL BLVD.
PORTLAND, OREGON 97202

July 1, 1969

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Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Structural Steel Inspection
Services - West Fremont
Interchange - Portland, Oregon

Gentlemen:

In accordance with our conversation in your office on June 19, 1969, concerning our inspection services for the fabrication of structural steel by Canron Limited, Vancouver, British Columbia, Canada, for the subject project, we are pleased to submit the following proposal.

This proposal is being submitted on a tonnage rate as designated by your general requirements and is based on the fabricators production schedule which was obtained from Canron Limited representative, B.T. Lawry, during my visit to this plant on June 24, 1969. The total tonnage figure used is 7738 tons as stated in your letter of inquiry dated June 13, 1969.

* * * * * * * * *

PROPOSAL

Pittsburgh Testing Laboratory proposes to assign five qualified inspectors to the fabricators plant as follows to conduct inspection services in accordance with Oregon State Highway Department project drawings, specifications and general requirements.

A. General Fabrication In Main Plant Including Painting

1. Day Shift

Chief Inspector - 56½ weeks - September 29, 1969 to October 28, 1970

Assistant Inspector - 54½ weeks - September 29, 1969 to October 14, 1970

- continued -

July 1, 1969

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Oregon State Highway Department
(Continued from first page)

2. Swing Shift

   Assistant Inspector - 54½ Weeks - September 29, 1969, to October 14, 1970

3. Graveyard Shift

   Assistant Inspector - 54½ Weeks - September 29, 1969, to October 14, 1970

Included in this section would be the inspection of expansion plates and bearing assemblies which will be fabricated in Toronto, Alberta, Canada.

B. Shop Assembly - Site Located Three Miles From Main Plant

1. Day Shift

   Assistant Inspector - 48½ Weeks - November 24, 1969, to October 28, 1970

Pittsburgh Testing Laboratory to provide the above mentioned services based on a total tonnage of 7738 for a price per ton of

. . . . $13.50

Please be advised that complete experience resumes' will be furnished for all inspectors to be assigned to this project for Oregon State Highway Department approval. This project will be serviced from Pittsburgh Testing Laboratory's Portland, Oregon, and Seattle, Washington, offices. Supervision will be performed by the Portland, Oregon, office.

Respectfully submitted,

PITTSBURGH TESTING LABORATORY

Donald R. Scott

Donald R. Scott, Manager
Portland District

DRS/jd

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881
INSPECTING ENGINEERS AND CHEMISTS
2419 S. E. POWELL BLVD.
PORTLAND, OREGON 97202

July 23, 1969

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Attention: Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Structural Steel Inspection
Services
West Fremont Interchange
Portland, Oregon

Gentlemen:

The following is a suppliment to our proposal dated July 1, 1969 for the structural steel fabrication inspection at Canron, Ltd., Vancouver, British Columbia, Canada for the subject project.

Inspectors we propose to use on this project including their classification and working shift are as follows: (Inspectors experience resumes accompany this letter.)

1. Sydney Carlton - Chief Structural Steel Inspector. Day Shift. Main Plant.
2. John Corbett - Assistant Structural Steel Inspector and Radiographer. Day Shift. Main Plant.
3. Harry Osborn - Assistant Structural Steel Inspector. Day Shift. Assembly Plant.
4. Hugh McGinness - Assistant Structural Steel Inspector. Swing Shift. Main Plant.
5. Henry Clavarie - Assistant Structural Steel Inspector. Graveyard Shift. Main Plant.

- continued -

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881
INSPECTING ENGINEERS AND CHEMISTS
2419 S. E. POWELL BLVD.
PORTLAND, OREGON 97202

July 23, 1969

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Mr. Ivan D. Merchant
Oregon State Highway Department

(continued from page no. 1)

Fees submitted in our proposal of July 1, 1969 were calculated as follows:

A.	Wages.		
	1. Carlton	- $3.50/hr. x 40 x 56½ weeks =	$ 7,910.00
	2. Corbett	- 3.00/hr. x 40 x 54½ weeks =	6,540.00
	3. Osborn	- 3.00/hr. x 40 x 48½ weeks =	5,820.00
	4. McGinness	- 3.00/hr. x 40 x 54½ weeks =	6,540.00
	5. Clavarie	- 3.00/hr. x 40 x 54½ weeks =	6,540.00
B.	Branch Overhead (64.8%)		$21,611.00
C.	General and Administrative Expense (30.4%)		10,138.00
D.	Per Diem Expenses.		
	1. 268.5 weeks @ $84.00/week		22,544.00
E.	Estimated cost of mobilization of employees and inspection trips to Toronto, Canada		2,000.00
		TOTAL	$89,653.00
F.	Profit before taxes (13.4% of fees)		14,063.00

- continued -

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881
INSPECTING ENGINEERS AND CHEMISTS
2419 S. E. POWELL BLVD.
PORTLAND, OREGON 97202

July 23, 1969

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

Mr. Ivan D. Merchant
Oregon State Highway Department

(continued from page no.2)

G. Quotation: 7738 tons @ $13.50/ton = $104,663.00

We hope the foregoing is the information you desire and look forward to serving you on this project as we have on projects in the past.

Respectfully submitted,
PITTSBURGH TESTING LABORATORY
Donald R. Scott
Donald R. Scott, Manager
Portland District

DRS:vs

att.

FORM 3-B

PITTSBURGH TESTING LABORATORY

P.T.L. Office Portland

EXPERIENCE RESUME

Name Carlton (LAST) Sydney (FIRST) E. (MIDDLE)

Address (Res.) 240 W. Hereford (STREET) Gladstone (CITY) Oregon (STATE)

Date of Birth November (MONTH) 27 (DAY) 1914 (YEAR) Place of Birth Huntsville (CITY) Texas (STATE)

EDUCATION

KIND OF SCHOOL	NAME OF SCHOOL	GRADUATED YES	GRADUATED NO	LOCATION
ELEMENTARY OR GRAMMAR	Loma Grade School	x		Loma, Texas
HIGH OR TECHNICAL	Demonstration	x		Huntsville, Texas
COLLEGE OR UNIVERSITY	Sam Houston State		x	Huntsville, Texas
TRADE OR BUSINESS	Investment Brok.	x		Long Beach, California
CORRESPONDENCE SCHOOL				
SPECIAL TECHNICAL OR POST GRADUATE COURSES				

EXPERIENCE

August, 1946 - Sept., 1947	Standard Oil of New York, Iraq Pet. Co., Iraq and Syria (General Pipeline Foreman on re-condition work).
Nov., 1947 - May, 1948	Standard Oil of California, Tapeline, Arabia. (Spread Inspector for new const. of pipeline).
June, 1948 - March, 1953	Creole Petroleum Corp., Caracas, Venezuela. (1. Inspector - checking welding, river crossing, pipe coating, etc. during const.). (2. Terminal Supervisor in charge of operations, receiving, discharging, repairs and installations).
April, 1953 - Dec., 1954	Socony Vacuum Oil Co., Caracas, Venezuela. (General Supervision in charge of field pipeline, maintenance, welding and operations).

- continued -

EXPERIENCE (Cont'd.)

April, 1955 - Sept., 1958	Bechtel Corp. Inspector in charge of quality control for all purchases made in the Pacific Northwest and in Canada.
Sept., 1959 - August, 1960	Fabri-Valve Co., Portland, Oregon. Factory representative to travel extensively in the Northwestern United States for service and sales of valves designed and fabricated for use by the paper, petroleum and chemical industries.
June, 1962 - May, 1963	R. W. Beck & Assoc., Seattle, Washington. Inspection of the fabrication and erection of high pressure penstock for Packwood Lake Hydro Electrical Plant.
March, 1961 to June, 1962	Hoffman Construction, Portland, Oregon. Inspector responsible for quality control, fabrication and erection inspection of tanks, vessels, and boilers necessary for the construction of the Dow Chemical Plant in Kalama, Washington.

Mr. Carlton has been with PTL for six years, during which time he handled the following assignments, among others:

1. Pre-tensioned concrete lined pipe inspection at American Pipe and Construction Co. for City of Edmonton, Canada, Stevens and Thompson, Engineers.

2. Pump and valve inspection at Bingham Pump for Warnock Hersey, Ltd., and Standard Oil of California.

3. Pressure vessel inspection ASME code at American Pipe and Construction Co. for Bechtel Corporation.

4. Penstock inspection at American Pipe and Construction for Bureau of Water Resources, State of California. 100% x-ray.

5. Pipe, Wye, and Tee inspection at American Pipe and Construction for County of Santa Clara, California. 100% x-ray.

6. Casing inspection at American Pipe and Construction for Fenix and Soisson, Inc. and Atomic Energy Commission.

7. Inspection of misc. fittings, meter boxes, manhole frames, and covers for Water Bureau, City of Portland at various local shops.

8. Bridge painting inspection for Multnomah County, City of Portland, 1963.

- continued -

EXPERIENCE (Cont'd.)

9. Various bridge fabrication inspection assignments for State of Alaska at Fought & Company, Tigard, Oregon and Northwest Steel Fab., Vancouver, Washington.

Mr. Carlton is a certified State of Alaska structural steel inspector.

FORM 3-B

PITTSBURGH TESTING LABORATORY

P.T.L. Office Portland

EXPERIENCE RESUME

Name Claverie (LAST) Henry (FIRST) J. (MIDDLE)

Address (Res.) 7615 S. W. Bonita Road, (STREET) Tigard (CITY) Oregon (STATE)

Date of Birth August (MONTH) 12 (DAY) 1904 (YEAR) Place of Birth Portland, (CITY) Oregon (STATE)

EDUCATION

KIND OF SCHOOL	NAME OF SCHOOL	GRADUATED YES	GRADUATED NO	LOCATION
ELEMENTARY OR GRAMMAR	Davis	x		Portland, Oregon
HIGH OR TECHNICAL	Benson Polytechnic	x		Portland, Oregon
COLLEGE OR UNIVERSITY	Stanford University	2 years		Palo Alto, California
TRADE OR BUSINESS				
CORRESPONDENCE SCHOOL				
SPECIAL TECHNICAL OR POST GRADUATE COURSES	Navy Course -	x - 2 years		U. S. Navy
	Machinist & Welding			

EXPERIENCE

1956-1957	- Schmidt Steel	Welding and structural steel layout.
1958-1961	- Gabriel Fab.	Layout and welding shop foreman.
1961-1963	- Portland Wire & Steel	Layout and welding of structural steel.
1963-1967	- Fought & Company	Layout and welding of structural steel for commercial buildings and bridges.
1968 to present	- Pittsburgh Testing Laboratory	Miscellaneous structural steel inspection assignments of welded girders, columns and beams at Fought & Co., Tigard, Oregon.

Mr. Clavarie is an experienced welding and layout inspector and would be used mostly for this type of work.

FORM 3-B

PITTSBURGH TESTING LABORATORY

P.T.L. Office Portland

EXPERIENCE RESUME

Name Corbett (LAST) John (FIRST) Reed (MIDDLE)

Address (Res.) 3384 S. E. 21st Avenue (STREET) Portland (CITY) Oregon (STATE)

Date of Birth August (MONTH) 12 (DAY) 1937 (YEAR) Place of Birth Culver (CITY) Oregon (STATE)

EDUCATION

KIND OF SCHOOL	NAME OF SCHOOL	GRADUATED YES	GRADUATED NO	LOCATION
ELEMENTARY OR GRAMMAR	Culver	x		Culver, Oregon
HIGH OR TECHNICAL	Anchorage High	x		Anchorage, Alaska
COLLEGE OR UNIVERSITY				
TRADE OR BUSINESS	Engineering School		x	Rapid City, South Dakota
CORRESPONDENCE SCHOOL				
SPECIAL TECHNICAL OR POST GRADUATE COURSES				

EXPERIENCE

1958 - 1962	American Bridge, Chicago, Illinois. Welder and crane operator.
1962 - 1965	Various jobs. Service Station; ranch forman; Machine shop.
1965 - present	Pittsburgh Testing Laboratory.

1. Radiographic inspection of drilling rigs, piling, bridge girders, tanks, castings, piping, dam gates, penstock and pressure vessels.
2. Magnetic Particle inspection of bridge girders, turbine shafts and castings.
3. Ultrasonic inspection of dam bulkheads and gantry crane.

- continued -

EXPERIENCE (Cont'd.)

4. Shop fabrication inspection of bridge girders
5. Conduct welder qualification and procedure tests
6. inspection of shop fabrication of penstock
7. Inspection of shop fabrication of welded pipe

This man has worked on the following projects:

Job	Client
Offshore Drilling Rig	American Pipe & Construction Co.
Steel Piling Inspection	American Pipe & Construction Co.
Pressure Vessel Inspection	American Pipe & Construction Co.
Tank Fab. Inspection	American Pipe & Construction Co.
Dam Gate Inspection	Wismer & Becker
Dam Gate Inspection	Gulf Engineering
Bridge Girder Fab. Inspection	Corps of Engineers
Bridge Girder Fab. Inspection	State of Alaska
	(a) Fought & Company
	(b) Northwest Steel Fab.
	(c) Dominion Bridge
Offshore Drilling Rig Superstructure Fab. Inspection	Texaco Corp.

Mr. Corbett is a certified State of Alaska structural steel inspector. Mr. Corbett is also a licensed radiographer and will be used on this project for witnessing of non-destructive testing as well as reviewing weldment radiographs and welding inspection.

FORM 3-B

PITTSBURGH TESTING LABORATORY

P.T.L. Office Seattle, Washington

EXPERIENCE RESUME

Name Osborn (LAST) Harry (FIRST) T. (MIDDLE)

Address (Res.) 27410 Military Road (STREET) Federal Way, (CITY) Washington (STATE)

Date of Birth 5 (MONTH) 1 (DAY) 1900 (YEAR) Place of Birth Blue Mound, (CITY) Kansas (STATE)

EDUCATION

KIND OF SCHOOL	NAME OF SCHOOL	GRADUATED YES	GRADUATED NO	LOCATION
ELEMENTARY OR GRAMMAR	Blue Mound Ele.	x		Blue Mound, Kansas
HIGH OR TECHNICAL	Bronson & Kensignton	x		Bronson, Kansas Kensington, Kansas
COLLEGE OR UNIVERSITY	Oklahoma University Wichita Business Coll.		x x	
TRADE OR BUSINESS				
CORRESPONDENCE SCHOOL				
SPECIAL TECHNICAL OR POST GRADUATE COURSES				

EXPERIENCE

During the past four years Mr. Osborn has been with PTL, his assignments have been many and varied. Some of which are:

1. Diversified fabrication inspection for Bechtel Corporation projects, fabricated in greater Salt Lake City area over a two year period.
2. Oil pipe fabrication inspection for Shell Oil Company at United Concrete Pipe Facility.
3. Erection and welding inspection of Boeing Company, Kent Aero Space Facility.
4. Structural steel bridge fabrication inspection for State of Alaska at Dominion Bridge, Vancouver, B.C. for Tanana River Bridge, Nenana, Alaska.

Mr. Osborn, is a City certified welder and is also approved by State of Alaska. He is thoroughly familiar with ASTM, AASHO, AISC & AWS D1-D2 specification requirements.

FORM 3-B

PITTSBURGH TESTING LABORATORY

P.T.L. Office SEATTLE, WASHINGTON

EXPERIENCE RESUME

Name McGINNESS (LAST) HUGH (FIRST) H. (MIDDLE)

Address (Res.) 14239 DES MOINES WAY SOUTH - LOT 47 (STREET) SEATTLE, WASHINGTON (CITY) 98168 (STATE)

Date of Birth 7 (MONTH) 14 (DAY) 1906 (YEAR) Place of Birth NORTH DAKOTA (CITY) (STATE)

EDUCATION

KIND OF SCHOOL	NAME OF SCHOOL	GRADUATED		LOCATION
		YES	NO	
ELEMENTARY OR GRAMMAR				
HIGH OR TECHNICAL	HAMILTON HIGH SCHOOL	3 YEARS		NORTH DAKOTA
COLLEGE OR UNIVERSITY				
TRADE OR BUSINESS				
CORRESPONDENCE SCHOOL				
SPECIAL TECHNICAL OR POST GRADUATE COURSES				

EXPERIENCE

During the five years Mr. McGinness has been with PTL, his assignments have been many and varied. Some of which are:

1. Welding and X-Ray inspector, Washington Public Power Supply Steam Plant, Hanford, Washington.
2. Fabrication and welding inspection for Wells Dam drum gates at Todd Shipyards, Seattle, Washington.
3. Welding and X-Ray inspector of drum gate assembly at Wells Dam, Azwell, Washington.
4. Erection and welding inspection of Boeing Company, Kent Aero Space Facility.
5. Structural steel bridge fabrication inspection for State of Alaska at Dominion Bridge, Vancouver, B.C. for Tanana River Bridge, Nenana, Alaska.
6. Mechanical and steel fabrication inspection on Atlantic Richfield Oil Co., Off Shore Drilling Platform "Sparks".

Mr. McGinness is a Seattle City certified inspector and is also approved by State of Alaska. He is familiar with ASTM, AASHO, AWS D1-D2 specifications and has considerable experience in A514 steels.

RECEIVED
JUL 30 1969

I-405-8(20)303
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 25, 1969

SUBJECT: West Fremont Interchange
Contract 7214
Photographic Coverage

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem

Following your request Mr. Johnson and Mr. Rose have made a study of time lapse photographic coverage of the subject project. Attached you will find proposal type letters from three companies—Photo-Art, Inc., Visual Interpretation Assistance, and Timelapse, Inc.

The proposal from Timelapse, Inc., who, incidentally, performed the work that was written up in the April issue of Construction Equipment and Materials, contemplates using 8 mm film and is based on supplying the equipment only on a do-it-yourself basis. For these reasons I believe their proposal would not fit our needs.

It is our recommendation that the proposal from Photo Art, Inc., be accepted and work be commenced as soon as possible. If you concur, please advise and we will proceed.

A. E. Johnson
Metropolitan Engineer

by

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:lh
Enc
cc Ivan Merchant
John Howard

NOTED
TOM EDWARDS

Copy Ivan
Proceed
7-30-69

RECEIVED
JUL 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

July 15, 1969

Jon Rose
Metropolitan Office Engineer
State Highway Dept.
5821 N. E. Glisan
Portland, Ore. 97213

Gentlemen:

Regarding the cost quotation for the time-lapse photographic coverage of the Fremont Bridge complex.

We have done some preliminary investigation on the problems involved in a long term project such as this. The final selection of the camera position has not been made at this point, but we thought it would be good to get some approximate cost figures in the open first.

Using first class equipment, the following is our estimate of the cost through the delivery of the finished product.

Camera, Automatic lens, & specially built weatherproof housing.	$1,200.00
Film, Processing & workprint-Approx 600ft. of film for entire job if camera runs 12 Hrs. per day, 7 days a week. This computes to 24 frames per day, or 4 feet per week for 130 weeks, or 2½ years.	270.00
Man-hours expended for checking proper equipment operation. Involves cleaning of camera housing, proper automatic lens function, changing film etc. We feel this operation must be done a minimum of three times per week (i. e., Mon, Wed., and Friday Morning.	

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Computed at five (5) hours expended each week on a portal to portal basis. Time is figured at $5.00 per hour, for a total of 650 hours over the term of the project.	$3,250.00
Preliminary investigation and securing of locations, technical problems, and sample roll supplied. Will involve considerable legwork and will be quite time-consuming.	200.00
Equipment Depreciation, Insurance, Etc.	450.00
Total Project Cost	$ 5,370.00

In the above cost projection we have tried to present a realistic analysis of the problems involved. There has been no attempt to "bury" the cost of, for example, equipment under a "miscellaneous" heading or in the man-hour costs.

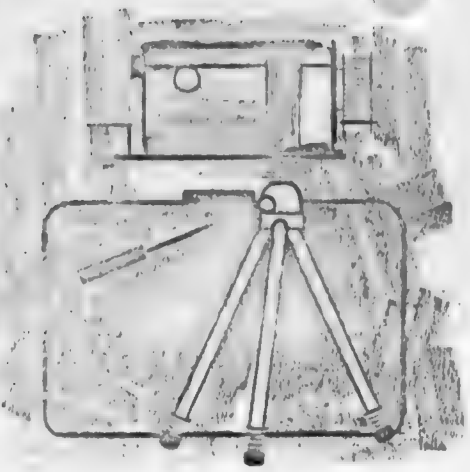
We are quite willing to consult further with you concerning any of the above figures. We hope we have provided you with all the facts you need.

Respectfully,

John P Healy

John P. Healy
President

JPH/tc



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JUL 15 1969
☑ TE ☐ AME ☐ AME ☐ MOE ☐ MOE ☐ MTE

TIMELAPSE, INC.
260 SHERIDAN AVE., PALO ALTO, CALIFORNIA 94306
SUITE 414 (415) 328-1237

July 12, 1969

Dear Mr. Johnson:

The Timelapse System is a management tool designed to save you time and money and provide a new dimension in on-the-job awareness. It automatically takes one frame of a Super 8mm movie film every three seconds (other intervals available), condensing almost a half day's operations onto one roll of film which you can view in 15 minutes. Project mistakes and good points stand out. Your men will work smarter-- not harder. An amateur photographer can take professional pictures with very little practice.

Recently the camera and projector system has been used to do the following things:

1. One contractor on a heavy construction project saved $12,000 by correcting material handling and equipment placement mistakes he viewed on the first roll of film he took. He also trades film with a company project 2,000 miles away to swap techniques of handling new machinery and methods common to both.

2. A rigging contractor recorded the entire successful salvage operation of the "belly-flopped" Japan Airlines plane in San Francisco Bay. This tricky operation might have gotten involved in an $8 million lawsuit, and the data recorded would have made invaluable courtroom evidence. The films are now used for public relations work.

3. A building contractor films all concrete pours. When concrete trucks are not on schedule, and his crews are idle, he calls a "matinee" with his ready mix supplier. Service has improved greatly and the cost of his system has been paid for many times over.

These are only a few applications of Timelapse photography. Other uses are as limitless as your imagination. The standard Timelapse System is sold as an entire package for $1,795 and the Deluxe System is $1.995.

We hope that you will become one of the growing number of enthusiastic users of this system who are keeping one step ahead of the competition.

Very truly yours,

Donald G. Seehusen

DONALD G. SEEHUSEN
Executive Vice President

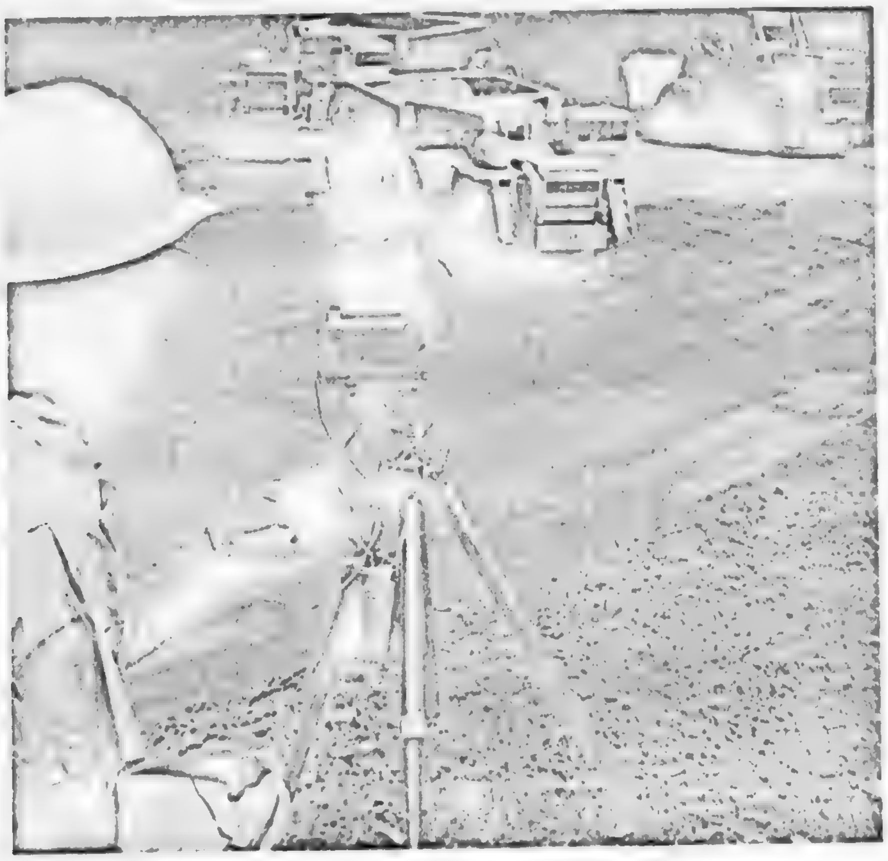
DGS:pg

PROF BOB PHELPS @ OREGON STATE
IS DOING CONSULTING WORK WITH
TIMELAPSE 503-754-3111

RECEIVED
JUL 15 1969
ME AME AME MOE MDE MTE

CONSTRUCTION EQUIPMENT AND MATERIALS

IDEAS IN ACTION



Timelapse movies help cut job costs

CONTRACTORS aren't about to turn every jobsite into a movie set. But many have found that timelapse photography can do a lot to cut construction costs. It helps to schedule equipment use and plan crew size more efficiently, improve job safety, provide legal backup, and saves money in many other ways.

Case in point: The $5,950,000 subway project for the Bay Area Rapid Transit in San Francisco was no "cliff hanger" of an operation. Work was moving along fine. In fact, crews were ahead of schedule. But one portion of the job was costing more than joint-venturers Fruin-Colnon Contracting Co. and General Construction Co. had estimated. About 5 hr of timelapse film was taken of the work from several locations. At the end of the shift, the entire 5 hr of filming was run off in 15 min for job brass.

Bottlenecks showed up clearly. One of the most glaring was repeated handling of material in one phase of forming work. Carpenters found the forms they were erecting for a bulkhead were the wrong ones or had been put in the wrong way, so they had to unbolt and remove them, and locate and install the right panel sections.

Form hardware was often not the right kind that should have been used, so work had to be undone and done over again.

Materials were stored too far from the point of use, and often had to be carried there by hand.

Men were seen using the wrong tools to erect forms—open-end crescent wrenches instead of socket and ratchet wrenches.

Workmen had to lie on their stomachs to work, or bend down or kneel to assemble forms. They were seen working this way on a narrow ledge 20 ft above a concrete slab. A slip of the foot and a serious accident could have resulted.

A half hour of brain-storming after the showing led to a few simple changes on the job.

Forms and hardware were clearly coded according to their position in the bulkhead and their order of installation. This completely eliminated repeated handling of materials.

Equipment and form materials were placed on a scaffold 3 ft from the point of use, and the men were supplied with the proper tools.

The workmen's safety, comfort, efficiency and productivity were greatly improved by building a scaffold so the men could work at waist level while standing without having to bend or kneel, or worse, lie down to reach their work.

According to project manager J. Paul Silvestri, Jr., direct benefits from these changes amounted to a 50% cut in the cost of these work items.

The story line may change, but there's the same happy ending—you save money. This time, you're presenting a legal defense in your own behalf. But it's none of that Perry Mason stuff. Cameras don't lie, so if you're Wheatley-Jacobsen Contractors, of Palo Alto, Calif., you simply show what the Timelapse camera saw. Here is the picture:

They were filming a sub's caisson drilling operation. The same day the films were made, there was a report that a workman had fallen into a caisson hole and had broken his leg. He sued Wheatley-Jacobsen and the sub for negligence. The films, taken for an entirely different purpose, showed very clearly that the workman didn't have a leg to stand on. Everytime the sub drilled a caisson, he covered it with plywood. The film in fact, showed the workman who was injured approach the hole, lift the plywood, and fall in.

The contractor used this film as evidence that there was no negligence on his or his sub's part. Case dismissed, with award of Workmen's Compensation to the injured man.

One of the best features of Timelapse is its ease of operation. Almost anyone can make good films, since the camera is fully automatic, with cartridge loading, electric drive, and photocell control of lens opening. So when job costs begin to rise, make sure the first thing you reach for is your Timelapse camera. The movies you make may not win awards, but they could save money.

PHOTO AR COMMERCIAL STUDIOS INC.
420 sw Washington Street, Portland, Oregon 97204
(503) 224-5665

CLAUDE F PALMER
President

photo art

June 27, 1969

State of Oregon
Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention Mr. Jon Rose, Metropolitan Office Engineer

Gentlemen:

Following up on your discussions with Mr. Lewis Cook, of our motion picture department, we are writing to enter our estimate of the project involving "stop motion" 16mm motiom picture coverage of the construction progress on the west side approach to the new Fremont bridge.

Having produced similar films for Equitable Savings and Loan Association of Portland, Esco Corporation, and others, we feel qualified to quote on this work, and to produce a satisfactory result.

We understand that the project would cover a period of approximately 850 days, starting immediately on your notification.

We would furnish and service our time-lapse camera unit with electric-eye exposure control and timing equipment operating at one frame exposure each half hour during working days and hours. Should your engineers decide to change the interval, we could change on 24 hour notice.

The suggested location is in the vicinity of St. Vincents Hospital, though we can make preliminary tests at our expense and after showing these for approval, decide mutually on the exact location.

Wherever located, we would service and reload the camera at weekly intervals or as indicated, to secure the best results, and check these with you. Film to be used is EF7242 Eastman 16mm color.

QUALIFIED PHOTOGRAPHER

METROPOLITAN ENGINEER
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JUN 30 1969
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NOTED JON ROSE

On completion, we would deliver to you all original film and 1 color work print from same, all to be the property of the Oregon State Highway Commission.

In this connection we would use thorough professional care in maintenance, however we could not be responsible for any interruptions due to acts of God or other things beyond our control.

We estimate the cost of this venture including displacement and maintenance of equipment, film, processing, service, and final work print to be $2,500.00 with an additional $500.00 contingency in case of possible relocation of camera at your request or other unforseen factors.

Since our heaviest expense would be in the initial phases of installation and testing, we feel that a first payment of fifty per cent or $1,250.00 would be in order, with the remainder billable at $625.00 half way through the project, or on July 1, 1970, and the final payment of $625.00 plus any contingency, on completion of the project and delivery of the original and work print.

We appreciate being considered to handle this important work, and assure you of our interest in doing a satisfactory job. We will, of course, be glad to discuss any details not covered or to make any alterations necessary.

Sincerely,

PHOTO-ART COMMERCIAL STUDIOS

Claude F. Palmer

Claude F. Palmer, President

fdl

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JUL 22 1969
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I 405-1(30)363

7214

Salem, Oregon
July 17, 1969

SUBJECT:

To:

MEMO TO THE FILE

The current contract with Anderson and Hannon (No. 7214) is scheduled to be completed in the summer of 1971, approximately two years from now. This contract ends approximately two blocks from touchdown to a city street. It will not be usable until further work is contracted. Traffic benefits, provided it could be used, will approximate $ 2908 per day.

The matter of further contracting is delayed due to necessity of developing design layouts for the Industrial Freeway No. 505. I discussed this at length with Mr. Simpson of the Bureau of Public Roads this date. He can see no way in which the contract could be staged to bring the West Fremont ramps down to touchdown until the design layouts are finalized, including the entire concept of multiple use, ramps and street connections, etc. He suggested that a consultant of the stature of Howard, Needles, Tammen and Bergendoff be retained under a two-stage consulting contract (a) to make preliminary studies of the use and service concept and (b) to make final design plans for the freeway, per se. One of the principles to be observed is that design of an extension of the west leg of the West Fremont Interchange cannot be undertaken until the design hearing has been held.

Under these conditions, I can only foresee a long period of nonuse of the west legs of the West Fremont Interchange. I would recommend that we proceed immediately to retain Howard, Needles, Tammen and Bergendoff to proceed with these studies.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

Fremont Br. to Industrial Freeway
7/18/69

ITEM		ROUTE			
		with out Direct Connection	With Direct Connection		
I. ANNUAL VEH. OPERATION COSTS					
A. TIME ELEMENT COSTS					
a. Passenger Vehicles.....	$	1,454	301		
b. Light Trucks..........	$	10	2		
c. Heavy Trucks..........	$	138	28		
d. Busses................	$	6	1		
e. Total.................	$	1,608	332		
B. MILEAGE ELEMENT COSTS					
a. Dist. and Surf. Costs..	$	2,248	616		
b. Rise and Fall Costs....	$	–	–		
c. Alignment Costs........	$	–	–		
d. Traffic Stop Costs.....	$	–	–		
e. Accident Costs.........	$	–	–		
f. Total..................	$	2,248	616		
TOTAL ANNUAL VEHICLE OPERATION COSTS (A_e + B_f)......	$	3,856	948		
II. ANNUAL HIGHWAY COSTS					
a. Capital Costs..........	$				
b. Maintenance Costs......	$				
c. Operation Costs........	$				
TOTAL ANNUAL HIGHWAY COSTS.	$				
III. ANNUAL ROAD USER COSTS (I + II)	$				

Daily operation costs to the motorist by not opening the ramp = $2,908✓

365
2900
328500
730
1,058,500
3

I-405-8(20)303

①

AUG 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

19 JUN 1969
Date
Dist. Engineer
of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: West Fremont Interchange
Date: July 3, 1969
Highway: Stadium Freeway
Contract No.: 7214
County: Multnomah
Prefix: 626-1011
Contractor: Andersen - Hannan
F. A. Project No.: I-405-8(20)303
Address: P.O. Box 13367, Portland, Oregon 97213
Order No.: 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load test pile located in Pier ES 9 to failure.

1. Maximum equipment rental rates allowable as per AGC agreement.
2 - Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

"ES" 383 + 74.09

Estimate of quantities and cost:

Labor	$300.00
Equipment	100.00
	$400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special provisions require the contractor to test load the pile to 200% of design load, and not to failure. This work was done Saturday, June 21, 1969 and completed Sunday, June 22, 1969. The overtime was necessary due to pile driving in the near vicinity which would interfere with conducting the test.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$20,868,472.90
Present estimate of project cost, including $400.00 for work under this order	$20,017,252.65
Expected under-run ~~overrun~~ amount	$851,220.25
Expected under-run ~~overrun~~ per cent	4.08

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. D. Howard, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~Construction Engineer~~ Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Assistant Division Engineer

Approved: /s/ F. D. Morgan, Construction Engineer

SP*23577-734

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JUN 24 1969

FOR FILING

I-405-8(30)303

7214

June 24, 1969

L. B. Foster Company
255 California Street
San Francisco, California 94111

Attention: Mr. James E. Broder
Regional Controller

Gentlemen:

We have your letter of June 18, advising that you have started delivering materials to the West Fremont Interchange Section of the Stadium Freeway in Portland, Contract No. 7214.

We do not believe that the lien provisions of ORS 87.005 to 87.075 apply to State Highway projects. However, various classes of persons, including material suppliers, are afforded certain other rights by reason of the contractor's bond, pursuant to ORS 279.502, et seq. See also ORS 366.400.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

cc Mr. G. E. Rohde
Mr. Ivan D. Merchant

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
255 CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B. C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

Copy
REFERRED TO
George Rohde
SECRETARY
6-19-69 Do we need to do anything about this?
F. C.

Through the normal course of business we would certainly not exercise a lien on your project -- a project which is important to ourselves and to our customers. It is our understanding , however, that present laws dictate that we send this preliminary notice regardless of the circumstances involved.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the owner, general contractor and the construction lender, if there is one.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

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SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE XXXX CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

DATE: JUNE 18, 1969

TO: OREGON STATE HIGHWAY COMMISSION
RM 122, STATE HIGHWAY BUILDING
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: W. FREMONT INTERCHANGE SECT. OF STADIUM FREEWAY in the county of MULTNOMAH & CLACKAMAS, State of Oregon, and on the order of (contractor) H.A. ANDERSON CO. & HANNAN BROS. CO. . Although your order came to us indirectly, we assure you that we do appraciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the FIRST day of JULY 19 69, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the state of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

James E. Broder
James E. Broder
Regional Controller

JEB:ar
REGISTERED MAIL NO. 728277

JOB: W. FREMONT INTERCHANGE SECT. OF STADIUM FREEWAY
PROJ. NO. 1-405-8(20)303.
(address)

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PRINTED IN U.S.A.

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JUN 24 1969
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I-405-F(20)303

7314

June 23, 1969

Lakewood Publications
731 Hennepin Avenue
Minneapolis, Minnesota 55403

Attention: Mrs. Joan Lester
Research Department

Gentlemen:

We are returning the Government Product-News' Research Department form on the West Fremont Interchange Section of the Stadium Freeway Highway. The form has been filled out as requested in your letter of June 16, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

cc: Victor D. Wolfe
R. L. Porter

RA:aw

Government
Product-news

June 16, 1969

Public Information Office
Highway Dept.
State Highway Bldg.
Salem, Ore, 97310

WOULD YOU PLEASE HELP US?

GOVERNMENT PRODUCT-NEWS' Research Department maintains a file on all major government projects such as the one you recently announced.

[illegible] Fremont Bridge interchange of $18,900,000
Stadium-Freeway

May we ask your assistance in completing our records on this project?

The form on the reverse, when filled out and returned, will provide us with the information we require for statistical purposes.

Thanks very much for your cooperation. A postage-paid reply envelope is enclosed for your convenience.

Sincerely,

Joan Lester

Joan Lester
Research Department

Enclosure

RECEIVED
JUN [illegible] 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible] 1 0 1969
PROGRAM & PLANNING
DIVISION

731 Hennepin Avenue / Minneapolis, Minnesota 55403 / (612) 333-0471

CONFIDENTIAL FILE
Research Dept.

File # 1032/2

GOVERNMENT PRODUCT-NEWS

Census of Major Government Projects

I. Title of Project West Fremont Interchange Section of the Stadium Freeway in Portland.

Est. Cost $ 20,868,500 Funding Approval Date 4/29/69 Est. Completion Date Sept. 1971.

II. Agencies involved:

A. Your Agency Oregon State Highway Commission

Department Oregon State Highway Department

Address State Highway Bldg.

City Salem State Oregon Zip 97310

Key Administrators

	Name	Title
1. Overall Admin.	Forrest Cooper	State Highway Engineer
2. Planning	L. H. Young	Prog. & Planning Engineer
3. Finance	V. E. Skoog	Controller
4. Engineering	F. D. Morgan	Construction Engineer
5. Purchasing	R. A. Damerell	State Purchasing Agent
6. Other	John D. Howard	Resident Engineer

B. Other Funding Agency's Key Administrator:

Name R. E. Simpson Title Division Engineer

Agency/Department U. S. Bureau of Public Roads
( ) Local ( ) County ( ) State (X) Federal

City Salem State Oregon ZIP 97310

C. Consulting/Engineering Services:

Firm name Howard, Needles, Tamman & Bergendoff, Consultants for Design Project Director

Address 1805 Grand Ave. City, State Kansas City, Missouri

D. General Contractor:

Firm name Andersen-Hannan Project Manager Ralph Hannan

Address 3427 N. E. Halsey St. City, State Portland, Oregon

RECEIVED
JUN 8 1969

SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-405-8(2[illegible])303
7214

Portland, Oregon 97213
June 20, 1969

SUBJECT: West Fremont Interchange
Contract No. 7214
East Fremont Interchange
Dry Fire Main

To: Memo To The Files

On June 17, a meeting was held at the Central Fire Station to discuss the installation of dry fire mains on the approaches to the Fremont Bridge. This meeting was a result of a letter dated May 15, 1969 from the City of Portland, Bureau of Fire requesting these installations. Attending the meeting were Chief James Riopelle, Assistant Chief Peter Leineweber, Ivan Merchant, T. W. Litchfield, John Howard and Ed Hardt.

Mr. Merchant showed plans developed by the Bridge Division for dry fire main installations for both interchanges. They consist of, for the West Interchange, a main at Overton Street between 15th and 16th, at 15th and Savier and on Savier between 17th and 18th. Each one of these would have a siamese inlet accessible from the street system and twin outlets for each ramp at each level (a total of four twin outlets at each location).

Similiar installations are proposed for the East Interchange at N. Larabee and Knott Streets and on Graham Street between Interstate and Mississippi. In addition, a single twin-outlet main was proposed to serve the "SW" line located on Stanton Street between Mississippi and Albina.

It was explained to the Fire Department people that our plans already call for dry fire mains to be installed on Pier 1W and 1E of the Fremont Bridge to serve both levels.

Chief Riopelle and Assistant Chief Leineweber examined the plans and suggested one minor change in pipe size to increase the hydraulic output of one main. This change was made on the plans. They also made the following suggestions which were adopted.

1. A ball-check valve should be installed at all siamese inlets in order to drain any condensate which might accumulate in the main.

NOTED
TOM EDWARDS

2. Some sort of insulator should be installed between the pipe and the pipe straps to prevent accumulation of water. Chief Riopelle said that on older

installations the pipes show deterioration and even failure due to rusting at this location. Mr. Merchant suggested the use of Fabrica or a similiar type of material fortthis purpose.

3. Frangible caps should be installed on all siamese inlets to prevent pilferage of the standard brass cap.

4. It was pointed out by the Fire Department people that our installation on Pier 1E which calls for a siamese inlet to be installed four feet above the ground or at about elevation 16 will be under water during high river stages., To eliminate this problem, it was agreed to install a second siamese inlet above the top of the Pier at about elevation 39 or 40. During high water stages this will be reached by the fire boat. It was suggested that a quarter inch hole be drilled in the bottom of the lower connection so that it will be self-draining. Otherwise, during high water the lower line could be left full of water and suceptible to freeze damage when the river drops.

Chief Riopelle and Assistant Chief Leineweber expressed their appreciation for the consideration given their request for fire mains and commented that they believe the installations as presented by Mr. Merchant would result in the best possible fire protection facility for them.

The installations in the West Interchange will be added to the contract by Force Account and Mr. Howard will develop the necessary details. The East Interchange installation will be added to the contract plans by the consultant. The added work described for Pier 1E will be added to the superstructure contract by Force Account.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: Tom Edwards
Ivan D. Merchant
John Howard
Robert Cunningham

RECEIVED
JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

JUL 16 1969
OSHD
Region
Wash DC

FOR FILING

6-16-69

FORM [illegible]A
REV.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

NOTED
R. L. PORTER

I-405-8(20)303

(Check Appropriate box) ☐ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8 7214	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 6-16-69	INSPECTION MADE BY Glenn K. Hossner, Area Engineer		PROJECT NO. I-405-8(20)303

IN COMPANY WITH
J. Howard, Res Engr, E. Hardt, Asst Div Engr, A. Rear, Asst Br Engr

LOCATION
West Fremont Interchange Section of Interstate Route 405 from NW Johnson Street to Willamette River, Portland, Oregon

CONTRACTOR NAME AND ADDRESS
Anderson-Hannan, Portland

NOTED
F. B. KLABOE

AWARD DATE 4-29-69	CONTRACT AMOUNT $18,893,289	TIME ALLOWED 550,730,850 cal days	TIME STARTED 5-14-69	WORK STARTED 6-4-69
QUALITY OF WORK Satis	PROGRESS OF WORK Satis	TIME ELAPSED 34/850 = 4 %	WORK COMPLETED minus 1%	

ROADBED (Width 108 Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Incidental Roadway Work	—	0.0057	12	12	72	Reinforced Concrete & Steel Box Girder	X271	0.540

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

WEST FREMONT INTERCHANGE SECTION
STADIUM FREEWAY
Grading, Paving, Structures, Signing and Illumination

This project provides for construction of the West Fremont Interchange complex from NW. Johnson Street to the west end of the Fremont Bridge (Willamette River Crossing) including connecting ramps to the Industrial Freeway (Interstate Route 505). The improvement provides for six lanes from the Stadium Freeway with eight lanes feeding into the double decked Fremont Bridge.

The Fremont Bridge piers and superstructure are being constructed under separate contracts. Future contracts will provide for construction of the East Fremont Interchange and extension of the Industrial Freeway (I-505) to the west.

Ref'd to Morgan
7-11-69

(more)

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JUL 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

The contractor's work to date consists primarily of mobilization of men, materials, and equipment at the project site. Footings have been excavated for "ES" piers 8, 9, and 10. Some trenching has been accomplished and sewer pipe laid between Quimby and Pettygrove Streets.

The contractor drove the six anchor piles and the 14-inch test pile in the left footing at ES pier No. 9 during the course in this inspection. A Model 520 Link Belt diesel hammer, which had been altered to meet the specified 5100 pound minimum weight, was used to drive the piling. These piling were driven to a bearing of six blows per inch which was obtained at a penetration of approximately 50 feet below the bottom of the footing. It is anticipated that necessary work will be completed by the latter part of this week or the first of next allowing for commencement of the load test.

The contractor's work schedule is not firm at this time; however, tentatively he plans to begin work in Unit 4 ES and Unit 2 WE. Tentative present plans are to follow these units with 4 SE, 3 SE, and then the remainder of the SE line.

Many of the nonreimbursable utility adjustments have been accomplished. State Force Order No. 1 has been approved in the amount of $9904 to provide for relocation of the City of Portland Bureau of Water water mains. Major work involves relocation of water mains vicinity of 16th and Quimby Streets. All work will be accomplished by City crews on an actual cost basis.

An Extra Work Order will be written in the amount of $5000 to provide for the State's share of flagging costs.

RECEIVED
JUN 1 1969

OREGON STATE
HIGHWAY DEPARTMENT
METROPOLITAN SECTION
5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

I-405-5(30)503

7274

C

June 13, 1969

Andersen-Hannan
Box 13367
Portland, Oregon 97213

Attention: Mr. Ralph Hannan

Dear Mr. Hannan:

Attached you will find a copy of a memo to the files covering the preconstruction conference for the West Fremont Interchange project which was held in this office on June 9. If you detect any errors or serious omissions in this memo, please feel free to advise.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

by

NOTED
TOM EDWARDS

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:lh
Enc

bcc: Tom Edwards ✓ w/Attach.
Ivan Merchant "
John Howard "

RECEIVED
JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

June 12, 1969

SUBJECT: West Fremont Interchange
Contract 7214
Preconstruction Conference

To: Memo to the Files

A preconstruction conference was held on June 9, 1969, at 10:40 a.m. for the West Fremont Interchange, with the following persons in attendance:

Name	Representing
*Clifford R. Lafferty	Workmen's Compensation Board
Clifford D. Hooker	" " "
Everett D. Bowder	" " "
Larry Aspegren	Link-Belt Speeder
*Mike Zeazeas	Northwest Natural Gas Co.
*T. V. Neely	City Traffic Engr. Bureau
Alfred A. Rear	Oregon State Highway Dept.
*Ivan Merchant	" " " "
J. H. Versteeg	" " " "
K. D. Limbocker	" " " "
R. O. Cunningham	" " " "
J. F. Gosson	" " " "
A. E. Johnson	" " " "
*John D. Howard	" " " "
Edward L. Hardt	" " " "
*Jack Hesla	" " " "
*Jack Kopetz	Howard, Needles, Tammen & Bergendoff
R. W. Pillsbury	Bureau of Public Roads
*G. K. Hossner	" " "
*P. F. Sandrock	Pacific Northwest Bell Telephone Co.
*Richard Jones	William Deppenmeier Construction
*R. H. Clare	Portland General Electric Co.
*Ed McKee	Pacific Power & Light Co.
Clay Brown	" " " "
*R. L. Thomas	Portland Terminal R.R.
Henry Hannan	Andersen-Hannan
Chuck Lathrop	" "
R. S. Everett	" "
H. A. Andersen	" "
*Ralph Hannan, Jr.	" "

*Received copy of this memo.

John Howard opened the meeting by use of a large wall plan by showing the type of construction for the project and the calendar day requirements for completion of the work.

Ralph Hannan discussed their schedule, remarking that it was not yet completely firm, and asked that anyone who wished to receive a copy of the schedule could get one by leaving a name and address.

Jack Hesla reviewed the utility conflicts. He said that the excavation for the center footing for Pier 2 SE will be located closer to the railroad tracks in 15th Avenue than the railroad would prefer. He asked the contractor for his consideration for protection of the tracks, which could include sheeting and lighting at night since most of the train movements on this track are at night. He also mentioned that the water bureau has some minor cutting and plugging of their lines to do in this vicinity.

He went on to say that all aerial power line crossings will be removed within the project limits except for a line in Pettygrove Street and two lines in 17th Avenue. The removal of the line presently in Northrup Street will be delayed due to a lack of cable for underground location. However, this does not appear to be a serious problem, since it can be de-energized during construction around it. Either of the PP&L lines in Pettygrove and 17th can also be de-energized so long as the other one is kept alive. Also, PGE's line in 17th can be de-energized for construction.

Mr. Clare, PGE, said his company has about two weeks' work left to complete their adjustments. In response to a request from Ralph Hannan, Jack Hesla requested Mr. Clare not to lower their line in 17th Avenue to its permanent location until further notice. It may be more advantageous to the contractor to leave these lines high while pile driving equipment is in the area.

Mr. Hesla went on to say that the water line presently located in the portion of 16th Avenue which is to be realigned is to be relocated on the new alignment. We have authority to proceed with this work, but it has not been pushed as yet. He mentioned that the State has adopted the premise that any utility located outside of a line five feet from a footing line will not be considered to be in conflict. Therefore, the water line at 19th and Savier will not be relocated as it appears that it is six feet from the adjacent footing. He asked that the contractor notify him or the water bureau before excavation in the vicinity of this line is started so that the line can be protected, if necessary.

He also mentioned that the street lighting system in 16th Avenue is being moved from the east side to the west side of the street. This will

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He also mentioned that the street lighting system in 16th Avenue is being moved from the east side to the west side of the street. This will create a conflict between Pettygrove and Raleigh Streets with footing construction. In answer to Mr. Hesla's question, Mr. Clare stated that these lights can be temporarily adjusted to eliminate this conflict. Mr. Hesla also commented that all gas lines in conflict have been removed. Mr. Zeazeas asked that his company (Northwest Natural Gas) be notified before any street area is excavated so they can make a physical check of the area.

Ralph Hannan asked if there will be any utility relocation work after the footings are in. Mr. Hesla replied that the water line in Savier Street will be relayed over the north footing for Pier 2 SE. Mr. Hannan asked that this work be taken care of promptly.

There were no further questions regarding utilities, so the utility representatives were excused at 11:15 a.m.

Mr. Howard referred to a wall-mounted map showing the allowable temporary street closures for the project and asked Mr. Neely if there would be any traffic problems. He replied by asking that any street closures be signed at the entering end of the street so as not to trap motorists in a dead-end street. John Howard requested a shoring plan from the contractor for the work over Johnson Street due to the impaired vertical clearance. Mr. Neely requested that his office be informed regarding impaired clearances so that they don't route high loads into the area. He also mentioned that the afternoon traffic load on Lovejoy and Marshall Streets occurs early (around 3:30) and traffic interference on these streets must be only at off-peak hours. He will look into the traffic load on 16th Avenue to determine if it can be cut to one lane during footing and column work, which would probably last about eight weeks.

Ralph Hannan asked about prohibition of parking in the work area. Mr. Neely said this would be no problem so long as the abutting property was State-owned. Mr. Hannan also brought up the question of disposal of abandoned cars in the area. Mr. Neely said this is a city-wide problem but he will try to expedite the removal of these.

Mr. C. R. Lafferty (Workmen's Compensation Board) passed out safety pamphlets to the contractor and spoke briefly on safety precautions. Ralph Hannan commented that Tom Mossman will be their safety man on the job and requested that Mr. Bowder (Workmen's Compensation Board representative) work together with Mr. Mossman.

John Howard mentioned that all material incorporated into the project must be inspected or certified; otherwise he cannot accept it into the project. In order to expedite this he asked the contractor for a list of subcontractors and suppliers. Ralph Hannan said that these have not yet all been determined but he will give Mr. Howard a listing of what he had to date.

Ed Hardt referred to a recent letter from the Highway Department to the contractor regarding Equal Employment Opportunity and commented that the procedures outlined were new to the Department. Ralph Hannan and Mr. Andersen said that they were working through the AGC to determine their responsibility regarding this subject.

Mr. Merchant discussed the proposed revision in the horizontal alignment of the WE and WS Lines westerly from Pier 6. He said that this change would not affect the footings or column dowels for Piers 6, 7 and 8 and that they should be built according to plan. We should have the changes in the column reinforcement (if any) for these piers in about two weeks.

He went on to mention that after the bids were opened on the project he had a visitor representing a plastics firm who told him that they couldn't bend the plastic pipe to the radii shown on the plans. Mr. Merchant said, however, that this is an industry standard and that we wanted the pipe as shown on the plans. In response to a question from Ralph Hannan, Jack Kopetz stated that he had been told by the Joseph Ryerson Company that they could make the bends as specified.

Mr. Merchant brought up the subject of pile driving hammers. He said the Link-Belt 520 which the contractor proposes to use does not meet the specifications with regard to ram weight. However, the ram has been altered by boring out part of the steel and replacing with lead so that it does meet the weight requirement of 5,100 pounds. On this basis, against his better judgment, the hammer's use will be permitted. Per the specifications, a pile in each weight category will be load tested to verify the hammer. As agreed by Mr. Merchant and Mr. Lathrop at a meeting in Mr. Merchant's office, the formula to be used for the test pile will be the standard ENR. The energy used in the formula for the Link-Belt 520 will be 26,300 foot pounds, which is the manufacturer's rating for this hammer. The denominator for the formula will be S + 0.1.

Mr. Merchant went on to say that he wanted it definitely understood that the contractor is spending his time and his money for the verifying of this hammer which the Department considers very marginal for driving the piling for this project. He said it was his understanding that only one hammer was to be used on the project, which is the contractor's decision to make; however, if this hammer breaks down, before another one can be used a pile load test for it must be made, which could cause delays to the progress. He emphasized that this procedure (using only one hammer) was the contractor's choosing and he would have to be responsible for the consequences.

Mr. Andersen inquired regarding the State's plans for contracting the connection from the project to the Industrial Freeway. Mr. Merchant said that we do not at the present time have a design which the Bureau of Public Roads will approve but we hope to be under contract by the end of the year for this missing section.

Mr. Merchant mentioned that although the work up to now on the project had been done under his direction, that Mr. Johnson will be in charge of the construction.

The meeting was adjourned at 12 o'clock noon.

A. E. Johnson
Metropolitan Engineer

by

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:lh

RECEIVED
JUN 30 1969

I-405-8(20)303

7214

7214

Salem, Oregon
June 12, 1969

West Fremont Interchange
Stadium Freeway
Multnomah County
Contract No. 7214

Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon 97213

Attached is a copy of the West Fremont Interchange Procedure Plan, which outlines step by step the procedure which will be used in the compliance with Article 5-3 of our specifications pertaining to the plans and working drawings, inspection reports, and field revisions and change in plans.

This routine was worked up and agreed upon at the recent reconstruction meeting with the contractor.

Theo. C. Roake
Asst. Bridge Engineer

NOTED
TOM EDWARDS

TCR:jr
Attachment

cc: John Howard
Oscar White
Ed Rief

Anderson-Hannan
3427 N. E. Halsey St.
Portland, Oregon 97213

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

RECEIVED
JUN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
T. C. ROAKE

TCR
file copy

June [illegible], 1969

West Fremont Interchange

Procedure Plan

(A) Plans and Working Drawings

This includes shop drawings, reinforcing steel lists, brochures of description, and specification for fixtures, etc.

1. All plans and working drawings pertaining to equipment and materials to be incorporated in the project will be sent by the contractor direct to the consultants - Howard, Needles, Tammen & Bergendoff in Kansas City, as directed on page 2 of the Special Provisions under Item 5-3. Two copies of the transmittal letter to be sent to the resident engineer.

   The contractor, by filing a written permission, as set forth in our 1964 Standard Specification, Article 5-3, may delegate the supplier to send the plans directly to the consultant. The written permission should be in quadruplicate with one copy each to the consultant, metropolitan division engineer, bridge engineer in Salem, and resident engineer.

   At the supplier's option, the submittal of the plans and working drawings as specified in Item 5-3 may be either of the following:

   (a) Six prints of all drawings initially. These will be stamped "Approved" or "Approved as Noted" and distributed as noted below or one print will be returned for correction. After the corrections are made, six copies will be submitted for stamping and distribution.

   (b) Two prints of each drawing initially, with six prints submitted after approval, approval as noted, or correction.

   Drawings stamped "Approved as Noted" need be corrected and resubmitted only if desired by the supplier or contractor. Distribution shall be as noted under (2) below. If the contractor or supplier desires additional prints, they shall be submitted as above.

Ted - Distribute copies to all who
may be involved in project - be
sure and include Mtce. Div.

NOTED
[illegible]

NOTED
T. C. ROAKE

2. All approved or approved as noted drawings shall be distributed by the consultant as follows:

   Contractor, 1 copy
   Supplier, 1 copy
   Salem Bridge Office, 1 copy
   Resident Engineer, 2 copies

3. Plans and working drawings, other than described in A-1 above, as required by Para. 5-3 or the plans and Special Provisions, shall be submitted to the resident engineer.

(B) Inspection Reports

All reports from materials inspectors shall be submitted to the Materials Division, who will distribute copies to Bureau of Public Roads, Consultant, Metropolitan Division Engineer, Resident Engineer, and Bridge Division.

Material or equipment certifications, not covered by the above paragraph, shall be submitted to the Resident Engineer.

(C) Field Revisions and Change in Plans

All field revisions and changes in plans shall be handled, according to the degree of their importance, by the resident engineer, metropolitan division engineer or the bridge engineer in Salem. If a change requires changes in design, the consultants, at the direction of the bridge engineer, shall submit their recommendations to the Salem office for approval. After this approval is given, the information will be transmitted through the Metropolitan Division to the resident engineer and contractor.

RECEIVED
JUN 10 1969

[illegible]
I-405 [illegible])3-3
7214

June 9, 1969

7524

City of Portland
Bureau of Fire
55 S. W. Ash Street
Portland, Oregon 97204

Attention: James E. Riopelle, Chief

Gentlemen:

Your letter of May 15 to A. E. Johnson, Metropolitan Engineer, regarding equipment to provide a supply of water to elevated bridge structures has been received in this office.

A study is now being made to see how best to provide the dry standpipes requested. Because of the type of construction involved in the east and west Fremont approaches, the installation of standpipes is not the easiest installation. At such time as our plans are finalized, we will ask that you review the proposed locations and installations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
I. D. Merchant
A. E. Johnson

IDM:jf sr

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 20, 1969

SUBJECT: Fremont Bridge
Fire Protection

To: Mr. Tom Edwards
Ass't. State Highway Engineer
State Highway Building
Salem

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 22 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Attached you will find a copy of a letter dated May 15, 1969 from the Chief, Bureau of Fire, City of Portland requesting that additional dry stand pipes for fire protection be installed on both interchanges of the Fremont Bridge. Our plans call for dry stand pipes to be installed on Piers 1W and 1E of the bridge, similar to those which were installed on the Marquam Bridge. These two piers, incidently, are referred to in the attached letter as the "West Side 'V' Pier and the East Side 'V' Pier".

This request is forwarded for your consideration.

A. E. Johnson
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

To Ivan
Analyze, put in
pipes as necessary
E/8 to Riopelle

ELH:pb

Enc

cc: Ivan D. Merchant w/attach.

RECEIVED
MAY 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUREAU OF FIRE

Department of Public Safety

CITY OF PORTLAND, OREGON

Stanley W. Earl
COMMISSIONER

James H. Riopelle
CHIEF
55 S. W. Ash St., 97204
Phone 226-6141
Ext. 461

May 15, 1969

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 2 [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

Mr. A. E. Johnson, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Johnson:

FIRE DEPARTMENT STANDPIPES ON ELEVATED ROAD AND BRIDGE STRUCTURES

A firefighting water supply is essential to the suppression of fire including over the road accidents involving substantial quantities of flammable liquids. Normally, if a fire ladder truck and fire pumper can reach the base of a structure, water can be delivered to the structure above, up to and including the 70 foot elevation.

A system of wet mains and hydrants on elevated structures is impractical because of freezing in this climate. A system of dry standpipes which the fire department can charge when the need arises appears to be the most practical solution to this problem. All of the necessary fittings, gates, and related appliances are standard in the trade.

Dry standpipes have been successfully erected on the Marquam Bridge to help protect these high roadways. It is our recommendation and request that a similar system of standpipes be installed on the proposed Fremont Bridge and its approaches. We would recommend the following guidelines or criteria for such standpipe installations:

1. Provide dry standpipe service to roadway structures more than 70 feet above ground level.

2. For single deck or single level roadways, provide a 4-inch standpipe with a 2-way, 2 1/2-inch, siamese inlet located not less than 2 feet or more than 4 feet above the ground, and two 2 1/2-inch gated outlets at the road level, accessible for firemen's use.

3. On multi-level elevated road structures, the standpipes should be 6 inches in diameter with a 3-way, 2 1/2-inch fire department siamese connection located not less than 2 feet or more than 4 feet above ground level with two 2 1/2-inch gated outlets accessible to firemen at each level. In such multi-level structures, the standpipe may be reduced in size to 4 inches to serve the topmost level.

METROPOLITAN ENGINEER
RECEIVED
MAY 16 1969
ME AAE AME MOE MDE MTE

Dedicated to the saving of life and property from fire.

4. On multi-level structures, standpipes should be located where they can service two or more levels of roadway.

5. The interval between vertical standpipes on elevated structures should be not more than 1,200 feet.

6. If practical, horizontal feeders should be tapped into the vertical standpipe to serve adjacent roadways.

7. Standpipes should be corrosion resistant, and we would recommend that they be fabricated of galvanized iron pipe.

8. All fire department connections should be equipped with American National Standard fire hose threads.

9. All valves should be gate valves (not globe type) to assure a straight efficient waterway.

A preliminary survey and review of the proposed structures on the west side indicates that standpipes should be provided at:

1. The west side "V" pier;
2. 15th and N. W. Savier;
3. 18th and N. W. Savier;
4. 15th and N. W. Overton.

A preliminary survey and review of the proposed structures on the east side indicates that standpipes should be provided at:

1. The east side "V" pier;
2. N. Larrabee and Knott Street;
3. N. Mississippi and Stanton Streets.

We shall be pleased to review these suggested standpipe locations with your highway engineers. Our suggested locations may not be practical for reasons not known to us.

May I offer another fire protection observation for your consideration and information? Highway accidents with flammable liquids carriers generally result in flammable liquids spills involving from 3,000 to 6,000 gallons of fuel. As likely as not, they result in fires. The spilled liquids usually follow grade into the gutters.

Any downspouts from the leads or the gutters may be expected to conduct flammable liquids to grade. If these conductors discharge onto or in the vicinity of combustible structures, you may expect an extension of the fire from the roadway above. Such gutters, drain pipes, etc., should never discharge on or immediately under unprotected steel structural members of the bridge or roadway.

Very truly yours,

James H. Riopelle
JAMES H. RIOPELLE
Chief, Bureau of Fire

JHR/mjp

cc: Commissioner Stanley W. Earl
Donald Bergstrom

I-405-8(20)W. Fremont Interchange Section 1969
303 Stadium Frwy. in Portland (Grad., pav.,
#7214 struct., sign. & illum.) Folder #1

C&A 3678
3828
4366

RECEIVED
MAY 20 1969

I-405-8(32)303
7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 16, 1969

SUBJECT: West Fremont Interchange
Contract No. 7214
Steel Inspection

To: Mr. Oscar White
Materials Engineer
Shops Area, 2950 State Street
Salem, Oregon 97310

Attention: John C. Jenkins

The joint venture of Andersen - Hannan, Contractors for the West Fremont Interchange, have informed us that the structural steel will be fabricated in Vancouver, B. C. by Canron Limited. A copy of their letter dated May 13, is attached for your information.

It will be necessary that we immediately start negotiations for the shop inspection of steel fabrication for this project. I believe it desirable that Mr. Ed Rief make a trip to Vancouver, B. C. to contact the fabricator. The object of this trip being to determine the fabrication schedule, shifts to be worked, and other details, so that he can give us his estimate of a cost figure for this shop inspection.

I would also ask that he determine the outside inspection agencies who work in this area. After this determination, we will contact them by letter to inquire as to their availability for the work. Inasmuch as I believe the steel fabricator will be on a crash program, this matter should be attended to at the earliest possible time.

I will leave it to you to determine the necessary out-of-state travel permission. Any expenses would of course be charged to the job engineering prefix.

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

IDM:jr
Attachment

cc: Tom Edwards
Lloyd P. Shaw

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 15 1969

5-13-69

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-405-8(20)303

SECTION: WEST FREMONT INTERCHANGE

WORK: WATER MAIN AND FIRE HYDRANT RELOCATION

COUNTY: MULTNOMAH

I-405-8(20)303

14

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	DATE PS&E APPROVED FEBRUARY 19, 1969	DATE AUTHORIZED MAY 9, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

WE APPROVE THE AGREEMENT WITH THE CITY OF PORTLAND WATER BUREAU CONSISTING OF YOUR MARCH 7, 1969 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE APRIL 25, 1969 CITY OF PORTLAND'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MAY 7, 1969 LETTER.

REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $9,900.00 IS APPROVED.

OUR PROGRAM MEMORANDUM DATED JULY 18, 1968 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS, TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE MENTIONED UTILITY WORK EFFECTIVE TODAY. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED NOVEMBER 29, 1968.

OFFICE USE
5-15-69
Young
Morgan

NOTED
F. B. KLABOE

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 5-13-69	SIGNATURE OF APPROVING OFFICIAL S. Green For R. E. SIMPSON	TITLE DIVISION ENGINEER

RECEIVED
MAY 8 - 1969
FOR FILES

I-405-5(38) 303
7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 6, 1969

To: MEMORANDUM TO FILE:

SUBJECT: Completion Time-
Fremont Bridge Complex

The contract for the West Fremont Interchange Project was awarded April 29, 1969. Completion time for the project is 850 calendar days, making the completion date September 6, 1971.

The specifications for the Fremont Superstructure Project require completion in 860 calendar days with a bid opening scheduled for June 26, 1969. Assuming a satisfactory bid is received and an award of contract is made by July 1, 1969, the completion time would be November 17, 1971.

The East Fremont Interchange Project is presently scheduled for bid opening August 21, 1969. To complete this project not later than the specified completion date of the superstructure contract, the completion time for this project should be not more than 800 calendar days.

To complete the entire Fremont complex, another contract must be let for construction of the West end of the West Fremont Interchange between N. W. 19th Avenue and N. W. 21st Avenue with connections to N. W. 21st Avenue.

C. G. Swenson
C. G. SWENSON
Specifications Engineer

CGS/bdr
cc: F. B. Klaboe
D. J. Barbee

RECEIVED
MAY 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

WEST FREMONT

		Cal. Days
Start Workday Count	May 9, 1969	
		236
	January 1, 1970	
		365
	January 1, 1971	
		249
	September 6, 1971	
		850

FREMONT SUPERSTRUCTURE

Assumed Start Workday Count	July 11,1969	
		174
	January 1, 1970	
		365
	January 1, 1971	
		321
	November 17, 1971	
		860

EAST FREMONT

Assumed Start Workday Count	September 8, 1969	
		114
	January 1, 1970	
		365
	January 1, 1971	
		321
	November 17, 1971	
		800

		Cal. Days
WEST FREMONT		
Start Workday Count	May 9, 1969	236
	January 1, 1970	365
	January 1, 1971	249
	September 6, 1971	850
FREMONT SUPERSTRUCTURE		
Assumed Start Workday Count	July 11,1969	174
	January 1, 1970	365
	January 1, 1971	321
	November 17, 1971	860
EAST FREMONT		
Assumed Start Workday Count	September 8, 1969	114
	January 1, 1970	365
	January 1, 1971	321
	November 17, 1971	800

RECEIVED
MAY 1 - 1969

FOR [illegible]

[illegible]

Thaddeus Bruno, Member
Portland

I-405-8(20)303
7214

April 30, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of April 29, 1969, is requested in the award of contract for the West Fremont Interchange Section, Project No. I-405-8(20)303.

The contractor receiving the award is Andersen Hamman Companies in the amount of $18,893,289.00, with Contract No. 7214 assigned. This bid was received on April 17, 1969, and awarded April 29, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads Endorsement
Date________________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:sw

RECEIVED
JUN 26 1969
FOR FILING

I-405-8(20)303

7214

April 29, 1969

AGENDA
MAY 29 1969

3G

Andersen-Hannan
3427 N. E. Halsey Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for grading, paving, structure, signing, and illumination on the West Fremont Interchange Section of the Stadium Freeway in Portland for the sum of $18,893,269 and referred it to the State Highway Engineer with authority to award the contract as soon as approval by the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7214.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
A. E. Johnson
John Howard
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)

RECEIVED
APR 28 1969
FOR FILING

Thaddeus Bruno, Member
Portland
I-405-5(20)303
7214

April 23, 1969

Mr. [illegible] Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Tentative concurrence is requested in the award of contract for the East Fremont Interchange Section, Project No. I-405-5(20)303.

Anderson & Hansen Company of Portland submitted the low bid of $18,893,289.00 which is $2,336,854.00 or 14.1% over the Engineer's estimate of $16,556,435.00. Seven other bids were received in the amounts of $19,105,041.00, $19,135,311.70, $19,459,752.00, $19,495,105.00, $20,212,138.00, $20,356,477.50 and $20,650,971.00.

The item "Structural Steel" accounts for all of the increase in bid amounts over our estimate, to be exact, it exceeds the $2,336,854 by $199,751. If the structural steel item had been the same as our estimate the balance of the project bid would have resulted in a 1.2% underrun.

We have come to the conclusion that our structural steel estimated cost of $0.45 per lb. was too low for the following reasons:

1. Steel fabricating labor will be higher than we anticipated due to a $1.10 per hr. raise the steel workers have been granted during the life of the contract.

2. We have had very little experience at estimating and/or bids received for trapezoidal box girders, and this is the first project for the Highway Department using curved trapezoidal box girders of any substantial quantity, therefore, we didn't have previous bids to base our estimate on.

3. Of the eight bids received the nearest structural steel bid price was an additional 7.3% higher than the low bidder, so we wouldn't expect to receive a more favorable price if we did readvertise.

Mr. H. E. Simpson
April 23, 1969
Page 2

4. We received a telegram from our consultant designer for this project which stated they had underestimated the total structural steel quantities by 505,000 lbs. That amount at $0.45 per lb. added to our estimate would reduce the percentage over our estimate to 14.4%.

Considering the foregoing information and that we received eight bids after eight weeks of advertising, we feel it is in the public interest to award the project to the low bidder. Any delay in awarding this project due to readvertising or such would have a serious detrimental effect on our completion schedule and ultimate usability of the I-405 complex which includes our upcoming projects for the Fremont Bridge Superstructure and the E. Fremont interchange.

We are sending two copies of bid tabulations for this project. If further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

BY

J. H. Young
Program and Planning Engineer

DAR:bb

cc: F. B. Klaboe
Tom Edwards
D. J. Martee
R. N. Chase
C. G. Swenson

RECEIVED
APR 18 1969

FOR FILE

I-405-8(20)303
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1969
4-21-69

SUBJECT: Japanese Steel
West Approach Fremont
Bridge Contract

To: MEMO TO THE FILE

On Thursday, April 17, I discussed with a Mr. Murakami the reasons that Japanese steel was not offered on the competitive market for inclusion in the Fremont Bridge West Approach contract. Mr. Murakami stated that his company did not offer prices due to inability to secure sufficient steel tonnage commitments from the Japanese mills. He said this was due to a "gentlemen's agreement" between the State Departments of the United States and Japan, which resulted in a reduction of 25 percent in the total tonnage of Japanese imports.

Today, April 18, I called Mr. Gilbert Kinney, Deputy Country Director for Japan, State Department, Washington, D. C. He verified this procedure except for the percentage. He referred to a statement which was made jointly by the Japanese and European steel suppliers issued in December, 1968 and I quote from Mr. Kinney's telephone conversation:

> "...wherein they agreed to limit their exports to the United States during the year 1969 to 5.75 million net tons..."

It would appear, therefore, that there has been a limitation on the import of Japanese steel.

Tom Edwards
Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

State Department
Desk office for Japan
December – Statement
Limit their exp during 1969
5.75 mill net
5% 71

Gilbert Kinney
Deputy Country Director for Japan

777-1401

RECEIVED
APR 18 1969
FOR FILING

I-405-8(20)303
7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1969

SUBJECT: N.W. Vaughn-N.W. Thurman Couplet
West Fremont Interchange
Stadium Freeway - Multnomah County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

We have reviewed plans and estimates necessary to the implementing of the subject couplet.

The signing and signalization is estimated to cost $60,000, and the construction revision is estimated to cost $25,000 plus $8,500 for right-of-way. This makes a package deal of $93,500.

This is sent to you as a result of your recent meeting with Mr. Bergstrom of the City of Portland.

D. J. Barbee
Design Engineer

By
AD Olson
A. D. Olson
Preliminary Design Engineer

DNS:jp

copies to Don Bergstrom
Al Johnson
4-16-69

NOTED
F. B. KLABOE

RECEIVED
MAR 1[illegible] 1969

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

I-405-8(20)303
7214

Edwards
Klaver

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 7, 1969

In reply refer to: 08-35.6

7241

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange

We approve the gore point protective installation as outlined by your letter of February 27, 1969 signed by Mr. Tom Edwards. The installation by the John W. Rich Manufacturing Corporation (Hydro-cell protection) is approved under PPM 20-6.3, Category 2. Observations and comparisons will be made by our area engineers and a postconstruction and final report will be prepared in accordance with subparagraph 6b(2) and 6c.

Close postconstruction observation of this installation should be maintained in regard to both usage and maintenance of the facility. Operational reports should be prepared covering this project annually as a minimum. A final report is to be submitted upon completion of the experimental nature of the installation.

copy - Barber
Marchant
Young
3-12-69

NOTED
TOM EDWARDS

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 28 1969
FOR FILING
Const
Projects
Muni
Portland
W Fre. Int

7241

February 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Your File 08-35.6
West Fremont Interchange
Gore Point Protection
Oregon Project I-405-8(20)303

Dear Sir:

The plans and specifications for the West Fremont Interchange project have details for gore point protection. To comply with PPM 20-6.3, four sets of the plans and specifications (which are Sheet 69 of the special provisions and Drawing No. 25010 of the plans) are attached. Please consider this our official request for permission to make the installation as indicated.

Your letter of February 11 indicated that there were possibly later developments in this type of gore point protection. The State has been in contact with Mr. Walker of the John W. Rich Manufacturing Corporation, who assures us that the very latest type of design will be installed. It is proposed that the special provisions will be revised slightly to reflect the foregoing statement. It is proposed to add after the last sentence of the first paragraph on page 69 the following statement:

> "The individual components, fastenings and overall installation shall reflect the latest designs and installation practices at the time of installing the gore point protection."

May we have your concurrence in the installation as outlined and the plans and specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

IDM:jr ja
Attachments

Gore Point Protection

General. At the locations shown on the plans, the gore points shall be protected with water-filled cushion cells. Certain details and the design assumptions to be used in the detailed design of these units are as shown on the plans. Complete details for the units shall be prepared by the manufacturer and submitted to the engineer for approval. The individual components, fastenings and overall installation shall reflect the latest designs and installation practices at the time of installing the gore point protection.

Material. The cells shall be Hi-Dro Cushion Cell units constructed of new vinyl plastic by John Rich Enterprises, Inc., of Sacramento, California. All metal parts shall be galvanized in conformance with AASHO M-111.

All material necessary to properly construct and install the cells shall be furnished by the manufacturer of the cells.

Construction. The cells shall be installed by the manufacturer or by personnel directly supervised by him. Any items which require casting into the concrete shall be furnished to the contractor for placement in accordance with the instructions of Rich Enterprises. After assembly, the cells shall be filled with water containing calcium chloride and the entire assembly properly adjusted.

Measurement and Payment. Payment for furnishing and placing the cushion cells and auxiliary materials will be made at the contract lump sum price for the pay item "Gore Point Protection".

Payment for gore point protection shall be full compensation for furnishing and placing all materials, labor, equipment, tools and incidentals necessary to complete the work.

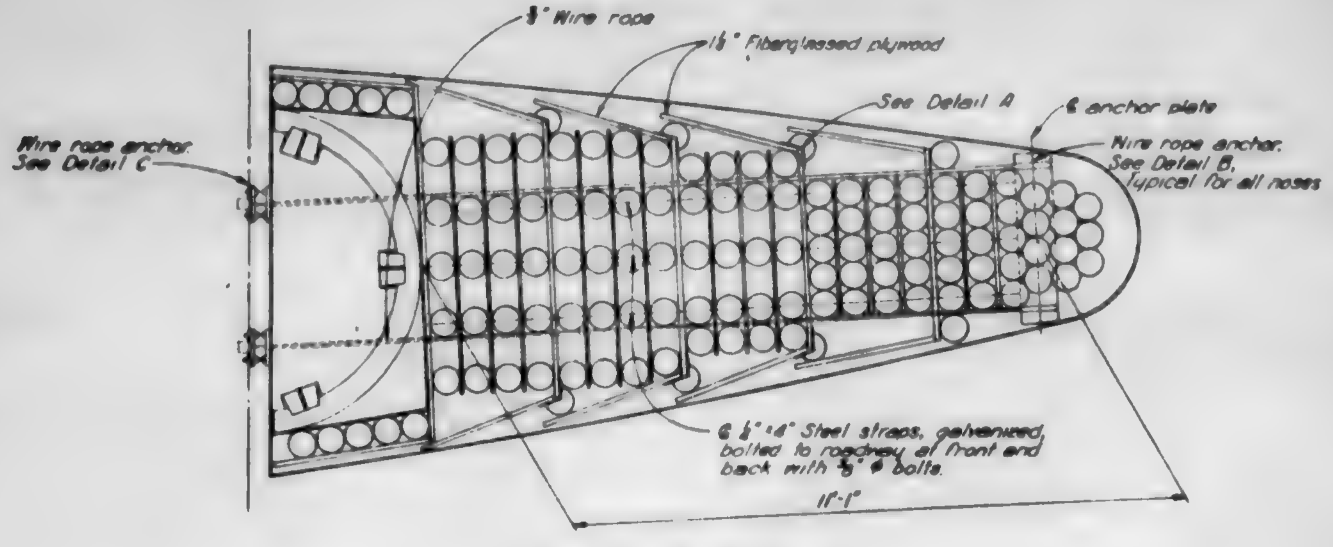
With the exception of butt joints and base plates, machine-finished surfaces shall be coated as soon as practicable after being accepted, with a hot mixture of white lead and tallow or other approved coating, before removal from the shop.

Erection marks for the field identification of members and weight marks may be printed with compatible vinyl paint, upon surface areas previously painted with the shop coats. Materials painted in the shop or on the ground at the job site shall not be loaded for shipment nor moved until paint is thoroughly dry, and in any case not less than 24 hours after the paint has been applied.

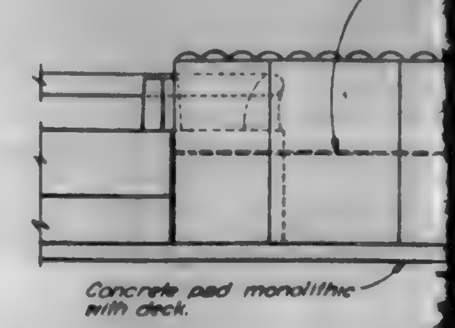
The contractor will be held responsible for all damages resulting from all cleaning and painting work involved in this contract. This includes all damages to buildings and to pedestrian, marine and vehicular traffic in the general vicinity of the work, damage to the bridge substructure or superstructure, and any and all damages to other persons or property that may be a result of the contractor's operations.

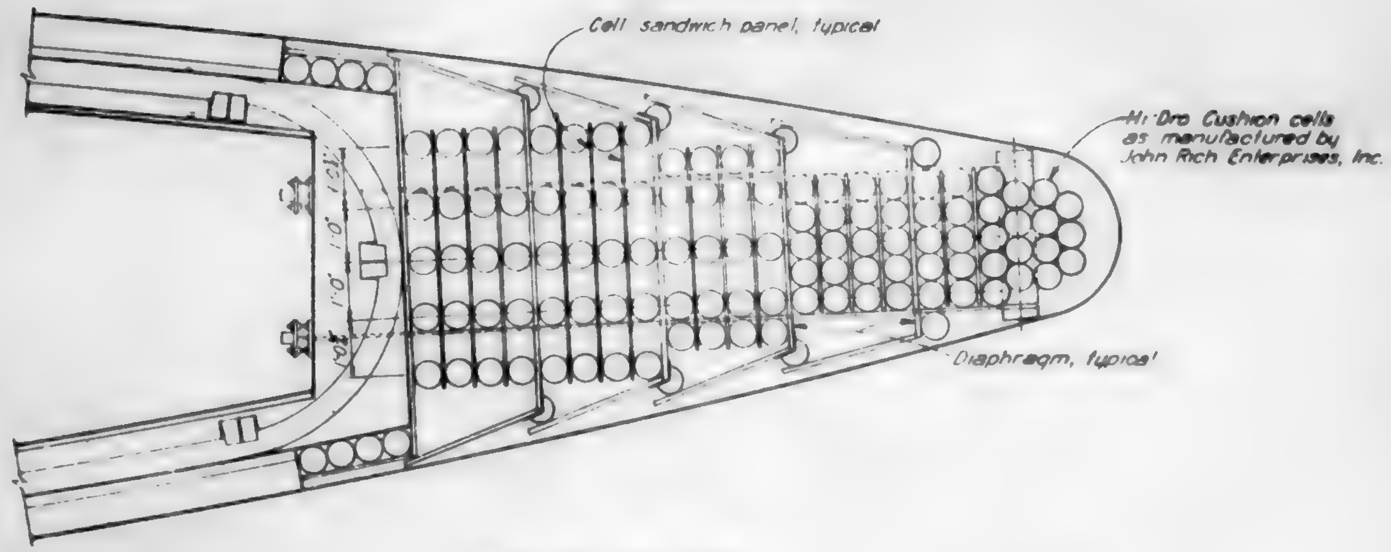
If, as determined by the engineer, traffic at the bridge site produces an objectionable amount of dust, the contractor, before the paint is applied and at his own expense, shall allay the dust for the necessary distance in the vicinity of the bridge and take any other precautions necessary to prevent dust and dirt from coming in contact with freshly painted surfaces.

Measurement and Payment. No separate measurement or payment will be made for paints and painting and payment therefor shall be understood to be included in payment made for the item "Structural Steel".

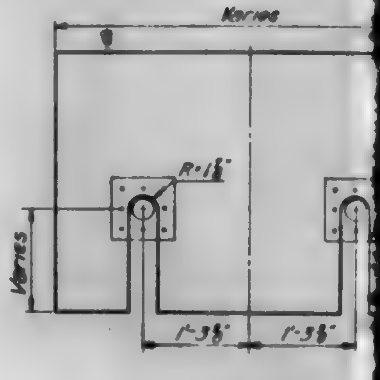

⅜" Wire rope
1½" Fiberglassed plywood
See Detail A
℄ anchor plate
Wire rope anchor. See Detail C
Wire rope anchor. See Detail B, typical for all noses
6 ½" x 4" Steel straps, galvanized, bolted to roadway at front and back with ⅝" ϕ bolts.
11'-1"

PLAN SW - SE NOSE
Scale: ½" = 1'-0"

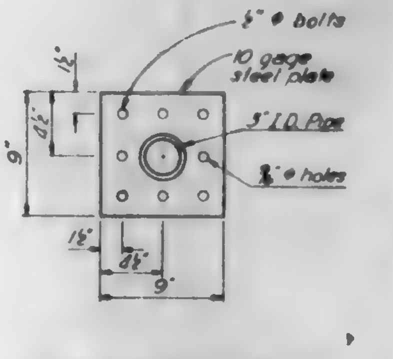



Cell sandwich panel, typical
Hi-Dro Cushion cells as manufactured by John Rich Enterprises, Inc.
Diaphragm, typical
1'-0"
1'-0"
1'-0"

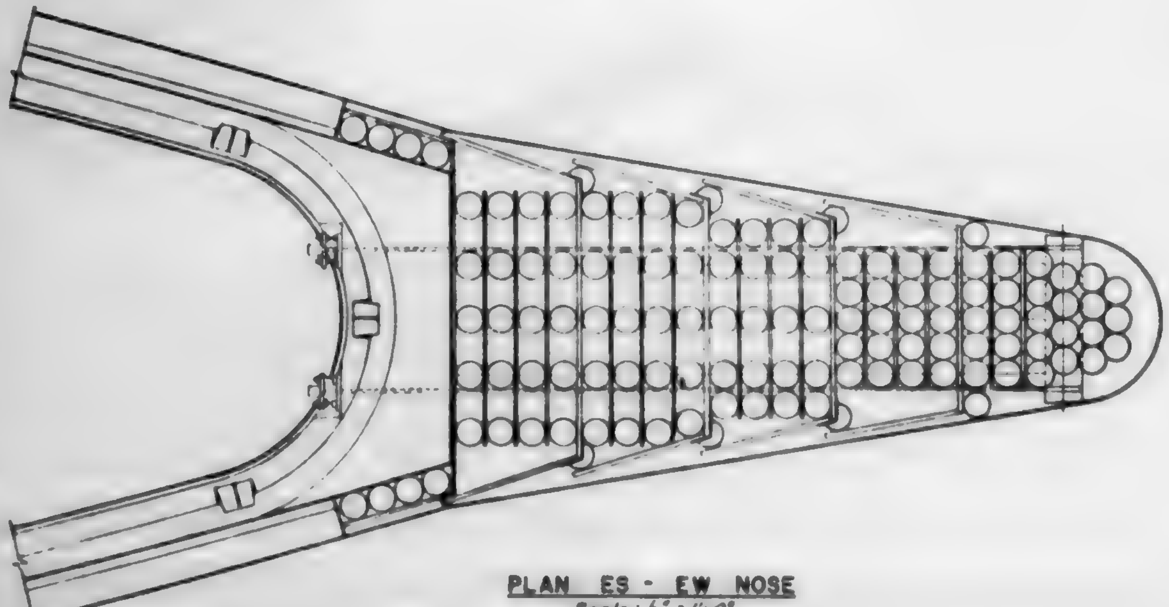
PLAN WS - WE NOSE
Scale ½" = 1'-0"



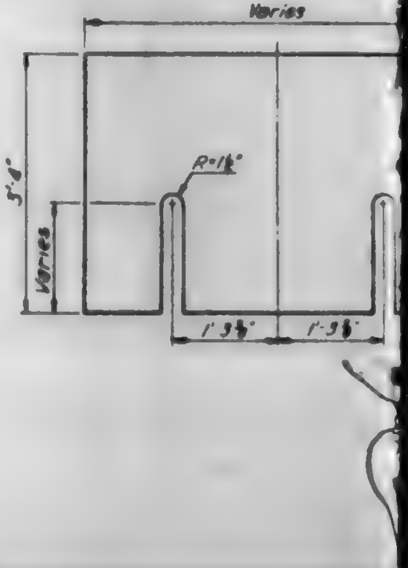
DIAPHRAGM
Scale ½" = 1'-0"



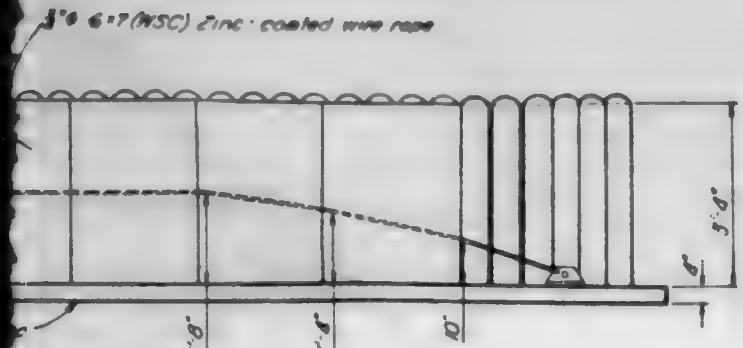
CABLE EYE GUIDE DETAIL
Scale 1½" = 1'-0"
Use only on diaphragms



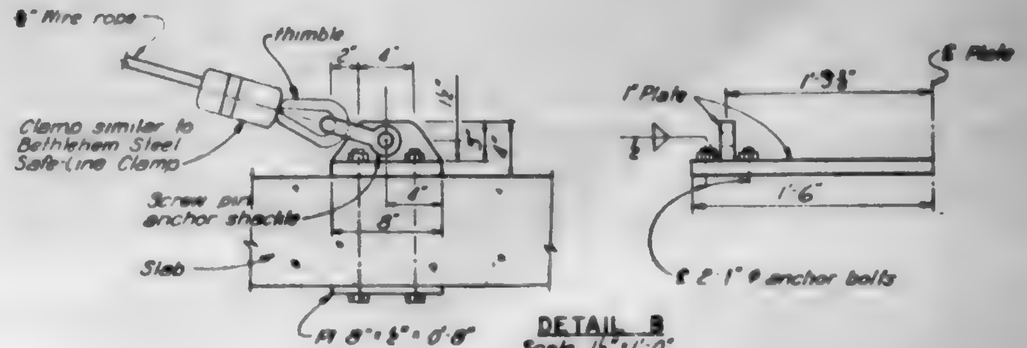
PLAN ES - EW NOSE
Scale: ½" = 1'-0"



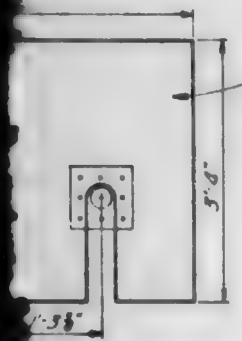
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY SEATTLE NEW YORK



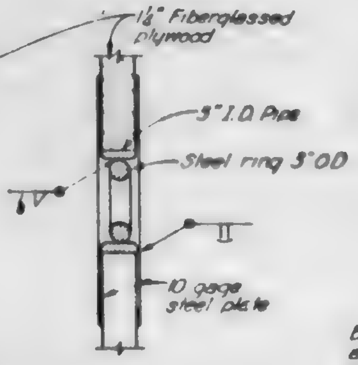
ELEVATION
Scale ⅛"=1'-0"



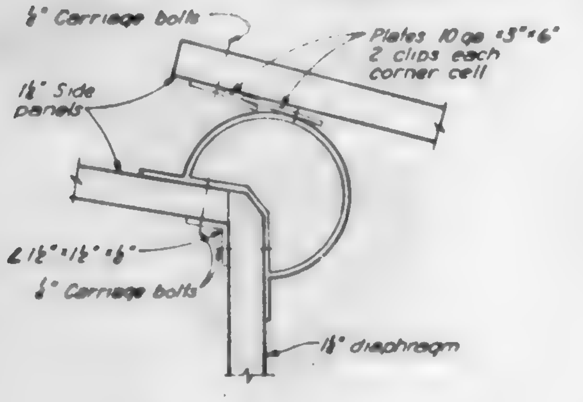
DETAIL B
Scale 1½"=1'-0"



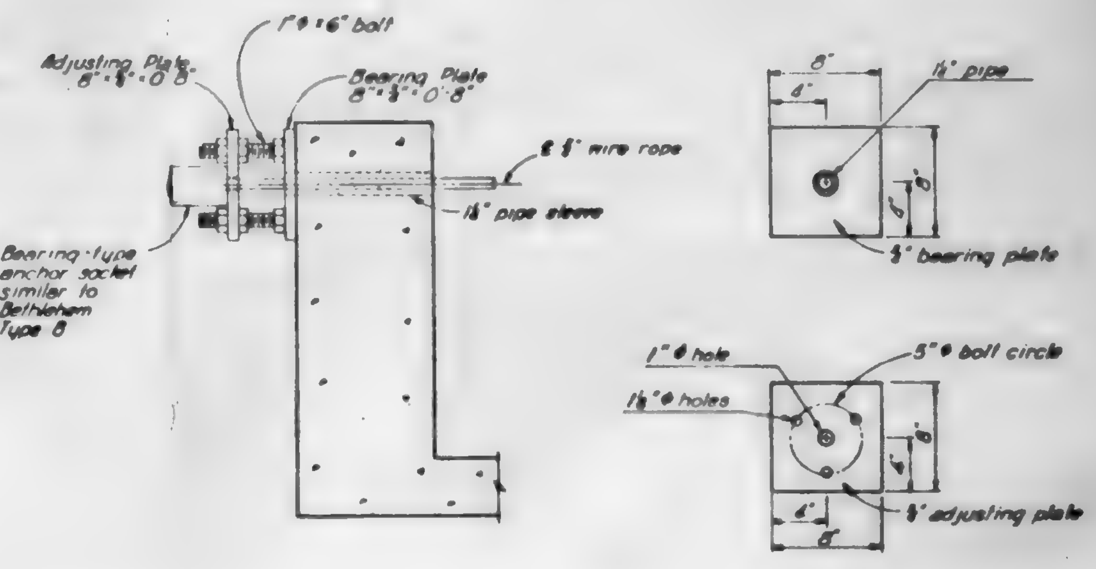
…HRAGM
Scale …"=1'-0"



DIAPHRAGM SECTION
Scale ½"=1"



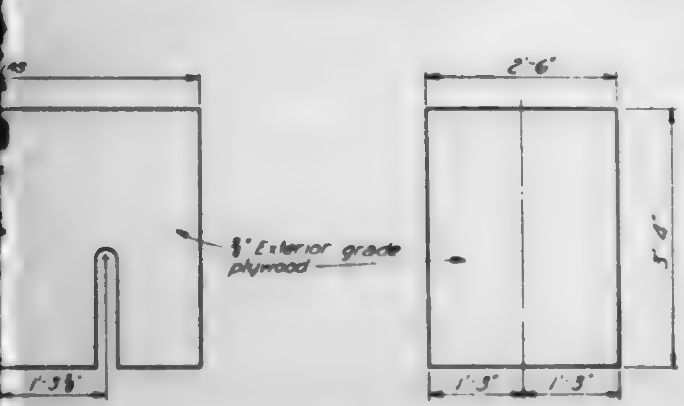
DETAIL A
Scale ½"=1"



DETAIL C
Scale 1½"=1'0"

Notes
After assembly of the complete nose the ⅝" wire rope shall be adjusted until it is tight.
Cell orifices shall be designed by the cell manufacturer.
Cells shall be filled with water containing calcium chloride in sufficient quantity to prevent freezing.

Design Assumptions:
Vehicle weight - 4000 pounds
Vehicle speed - 30 mph
Vehicle deceleration - 8 G
Deceleration distance - 10 feet



CELL SANDWICH PANELS
Scale ⅛"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

DATE	REVISION

APPROVED: [illegible]
BRIDGE ENGINEER
DESIGNED G.C.H.
CHECKED G.C.H.
DRAWN DWB
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

FREMONT BRIDGE APPROACHES
WEST FREMONT INTERCHANGE
MULTNOMAH COUNTY

GORE POINT PROTECTION DETAILS

DATE Dec. 18, 1968
SHEET 7A OF 226
BRIDGE NO. 9208
DRAWING NO. 25010

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Edwards

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1969

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange
Experimental Use of Gore Point Protection

In review of the PS&E submission for the subject project we find you propose to use Hi-Dro Cushion Cell units manufactured by John Rich Enterprises, Inc. This installation is apparently effective but somewhat experimental in nature and is a propriety item. In accordance with PPM 20-6.3 we must have four sets of plans and specifications (Sheet 7A plans and 69 in specifications) and an official request for such an installation.

send to BPR with request for install. & any revised special.

We have discussed the installation with Mr. Taminini of our Washington office. He indicates that there are later developments that are superior to what you propose. He indicated that Mr. Grant Walker of John Rich Enterprises, Inc. is conversant with these developments and could assist you in obtaining such information. We feel that it is desirable to contact Mr. Walker and incorporate the latest developments into your plans.

J.R. White, 2117 Ardenway, Sac., Calif 95825
(916) 927-4796

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 17 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Marley ×
[illegible]
copy-young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1969
FOR FILE

I-405-8(20)303
7214

March 6, 1969

Daily Journal of Commerce
83 Columbia Street
Seattle, Washington 98104

Gentlemen:

Attached is a copy of the State Highway Commission's Notice to Contractors for grading, paving, structure, signing and illumination on the West Fremont Interchange Section of the Stadium Freeway on which bids are to be received by the Commission on April 17, 1969.

Please run this as a paid advertisement in your publication issues of March 10 and 20.

Your invoice in duplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

bc: Forrest Cooper
R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. H. Young
Ivan Merchant
R. E. Simpson - BPR
Gordon Winchcomb

(Same letter sent to newspapers on attached list)

(Letter sent to following)

~~Daily Journal of Commerce~~
~~83 Columbia Street~~
~~Seattle, Washington 98104~~

Pacific Builder & Engineer
1945 Yale Place North
Seattle, Washington 98109

AIRMAIL
Daily Pacific Builder
~~465 - 10th~~ Street 2450 17th St,
San Francisco, California 94118 0

AIRMAIL
Daily Construction Service
P. O. Box 3019
San Francisco, California 94119

AIRMAIL
Daily Journal
1217 Welcome Street
Denver, Colorado

AIRMAIL
Mid-West Contractor
P. O. Box 766
Kansas City, Missouri 64141

AIRMAIL
Dodge Construction News
1040 Merchandise Mart
Chicago, Illinois 60654

AIRMAIL
Daily Construction Service
448 S. Hill Street
Los Angeles, California 90013

~~OREGON STATE HIGHWAY COMMISSION~~

NOTICE TO CONTRACTORS

~~April 17, 1969~~

Sealed bids on the following project will be opened by the State Highway Commission in Room 122, State Highway Building, Salem, Oregon, at 9 a.m., Thursday, April 17, 1969. Award will be made within a few days after bids are opened.

MULTNOMAH COUNTY: West Fremont Interchange Section of Stadium Freeway in Portland. Federal-Aid Interstate Project No. I-405-8(20)303. Grading, paving, structure, signing and illumination. Req. approx. 3,400 cu. yds. emb. in place; 190 cu. yds. cr. mat.; 4,600 tons cr. mat. (plant mixed); 230 tons bit. base mix.; 900 tons asph. conc.; 6 tons RC. 250 asph.; 123,100 lin. ft. steel piles (2,011 piles); 54,897 cu. yds. Cl. A. conc.; 15,384,700 lbs. reinf.; 15,327,000 lbs. struct. steel; 20,830 lin. ft. parapet railing; roadway illumination; structure illumination; 8 sign structs.; and 1,878 sq. ft. signs. Completion time 850 calendar days. Req. R.R. Insurance.

Federal and State requirements concerning minimum hourly wage rates, hours of employment, overtime, etc. on Federal-Aid and State projects accompany the special provisions for each project and must be complied with.

Bidders submitting bids of $500,000 or more on any Federal-Aid project must comply with the following Federal requirements concerning Equal Employment Opportunity:

1. No bid submitted by a bidder as a result of this advertising will be accepted unless such bidder has submitted an Equal Employment Opportunity Prequalification Statement, acceptable to the State Highway Department and concurred in by the Division Engineer, Bureau of Public Roads, at least 10 days prior to the time established for the opening of bids.

2. A Prequalification Statement guideline form may be obtained from the State Highway Department.

3. Bidders are encouraged to submit their Prequalification Statement at the earliest possible time so that any defects therein may be corrected prior to the time established for bid opening.

4. The bidder's approved Prequalification Statement will constitute the bidder's approved Affirmative Action Program and will be incorporated into any contract resulting from this advertisement as a contractual obligation upon the bidder.

5. Bidders who have previously prequalified in another State may submit a copy of their approved Prequalification Statement for consideration in this State. A form to facilitate such a submittal is available from the State Highway Department.

6. If the bidder (1) has submitted an approved Prequalification Statement in this State within 12 months preceding the date established for the submission of bids, and (2) has obtained approval of any required amendments or revisions thereto, then no further submittal is required at this time. The

previously approved Prequalification Statement together with any approved revisions or amendments will constitute the bidder's approved Affirmative Action Program and will be incorporated by reference into any contract resulting from this advertisement as a contractual obligation upon the bidder.

In compliance with the Civil Rights Act of 1964, the State Highway Department hereby notifies all bidders that each contract will be awarded to the lowest responsible bidder without discrimination because of race, color, religion, sex, or national origin.

Plans and specifications may be inspected at the State Highway Building in Salem and at the AGC offices in Portland, Eugene, Seattle, Spokane, and Boise and at the Builders Exchange Cooperative, Portland.

Plans may be purchased at the Salem office upon payment of $5 per set. Prequalification of bidders will be required.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

OREGON STATE HIGHWAY COMMISSION
Floyd Query, Secretary
~~Glenn L. Jackson, Chairman~~
~~Fred W. Hill, Commissioner~~
~~Thaddeus B. Bruno, Commissioner~~

~~Forrest Cooper~~
~~State Highway Engineer~~

~~ATTEST:~~
~~Floyd Query, Secretary~~
~~3-3-69~~

RECEI
MAR 12 1969

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: Mr. Forrest Cooper State Highway Engineer Salem, Oregon I-405-8(20)30 Klaboe	SECTION: West Fremont Interchange WORK: Grading, Paving, Structure Signing & Illumination COUNTY: Multnomah

FROM:	DATE PS&E APPROVED	DATE AUTHORIZED
7214 Mr. R. E. Simpson, Division Engineer Salem, Oregon	February 19, 1969	March 5, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY).
After award concurrence you are authorized to proceed with contractor's flagging shown in your estimate in amount of $5,000.00 and Railroad Protective Services in amount of $1,500.00 also shown in your estimate.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's March 4, 1969 request and certifying statements are accepted. PS&E documents for subject project were approved February 19, 1969. This constitutes written confirmation of our March 5, 1969 verbal authorization to advertise for bids.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

3-12-69
Young
w/enc.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-10-69	R. E. Simpson	Division Engineer

RECEIVED
MAR 6 - 1969
FOR FILING

I-405-8(20)303
7214

March 5, 1969

1269

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
West Fremont Interchange
Stadium Freeway
Oregon Project I-405-8(20)303

Dear Sir:

Reply is made to your letter of February 20 concerning signing on the West Fremont Interchange Section of the Stadium Freeway.

We will revise the signing as requested in your letter to comply with the terms of the Interstate Sign Manual and the MUTCD. We wish, however, to make fully known our reasons for omitting the route markers as detailed in the past.

1. We have made a determined effort to reduce the number of obstructions along the freeway. One of the productive measures in this field has been the installation of signs on existing bridges in preference to installation of additional sign bridges. In this operation we find we must maintain a maximum sign height of seven feet in order that the signs do not extend above the lanes.

2. In the direction of traffic through the Portland Freeway System, we find sign continuity is extremely important. For example, there are seven sets of signs directing traffic on I-5 through Portland to I-80N and seven sets of signs carrying the reverse stream over the same route. Continuity of place names is extremely important -- more so, we think, than route shields.

3. We have found, in establishing sign continuity, that the sign must not be more than 12 feet long if it is a single-lane sign or more than 24 feet long if it is a double-lane sign and that the arrows must be directly over the lane's center.

4. In order to maintain the above principles, we have found it expeditious to place the route markers at locations other than on the sign.

5. The whole sum and substance of the above procedures permitted us to design a sign complex which has proven successful, which has reduced the number of roadside obstructions, and which has been certainly not objectionable from an aesthetic standpoint.

We will continue to do our best to provide these qualities in our signing and we will comply with the request that the board size be increased if necessary to include the route shields thereon. We are still of the firm opinion that it will make the signs either unduly large or, if we maintain our size restriction, somewhat less clear than our original presentation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Edwards

DATE: February 20, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange Section
Stadium Freeway

It was noted during the PS&E review of the subject project that all route shields and cardinal direction markers have been removed from the overhead guide signs by a February 10, 1969 revision to drawing nos. 25215 and 25216.

Your objective of reducing the size of the overhead signs is commendable since space is at a premium on this urban section of freeway; however, the traffic conditions will also be more complex. One of the most important reasons for using the official route shields is to efficiently and safely direct the motorist who is not familar or concerned with the local destinations. The design submitted cannot be approved since it is not within the intent of the Interstate Sign Manual and the MUTCD of combining route markers and destination signs on major directional signs where both are in existence.

[illegible]
[illegible]

C Young

FEB 26 1969

RECEIVED
FEB 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 10 1969
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-405-8(20)303
7214

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 4, 1969

In reply refer to: 08-35-EC/400.1

Copy: No Hearing file
Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(20)303
West Fremont Interchange Section
Stadium Freeway
Multnomah County
Public Hearing Status

We have reviewed the information included in your February 28, 1969 letter concerning the status of this project. Based on this information we concur no additional hearings are required for the subject construction project.

NOTED
F. B. KLABOE

RECEIVED
MAR 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

3-7-69
REFERRED TO
Young
BY Asst. State Hwy. En.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 3 - 1969
[illegible]

February 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

West Fremont Interchange Section
Stadium Freeway, Multnomah Co.
Project No. I-405-8(20)303

Dear Sir:

P.S. & E. approval for the subject project was received on February 20, 1969, and accordingly, we contend that another public hearing is not required inasmuch as your P.S. & E. approval constitutes design approval. Other actions, approvals, authorizations and agreements are as follows:

1. Right-of-way was authorized and purchased prior to August 23, 1968.
2. Public hearings were held for this route at the time PPM 20-8(1) dated June 16, 1959, was in effect.
3. Street closure agreements have been approved by the city.

The project was programmed under Item 544, Project No. I-405-8(20)303, and approved July 18, 1968. The plans and specifications were made available to the contractors by our pre-advertising announcement on February 20, 1969.

May we have your acknowledgment by memorandum that hearing requirements have been effected.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:la

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
MAR 5 - 1969

I-405-8(20)303
7214

March 4, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for the est Fremont Interchange Section, Project No. I-405-8(20)303, and accordingly we are requesting authorization to advertise for bids to be received April 17, 1969. This will allow an advertising period of six weeks.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, and the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on the project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:la

RECEIVED
MAR 6 - 1969

FOR [illegible]

I-405-P(20)303

7214

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

February 27, 1969

08-35.7/411.31

Mr. Ralph R. Phillips, Regional Administrator
Portland, Oregon

Original signed by
R. E. Simpson
Division Engineer

R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project I-405-[illegible](4)303
Fremont Bridge Section
Request for Federal Condemnation of Union Pacific Railroad, File [illegible]

The Oregon State Highway Department is requesting Federal condemnation of the Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company). The State is unable to secure right of entry to the Railroad's property with sufficient promptness to prevent a delay in the construction of the East Fremont Interchange which is scheduled for bid opening on August 21, 1969. In accordance with Paragraph 4 of PPM 80-7 we offer the following comments and recommendations:

1. The importance of securing a right of entry by June 1, 1969, which will allow clearance of improvements by bid opening, cannot be over emphasized. At the present time [illegible] the Fremont Bridge are under construction. The West Fremont Interchange at an estimated cost of $11,[illegible] is scheduled for bid opening on April 17, 1969. The Fremont Bridge Superstructure at an estimated cost of $[illegible] is scheduled for bid opening on June [illegible], 1969. The East Fremont Interchange at an estimated cost of $[illegible] is scheduled for bid opening August 21, 1969. The Fremont Bridge and the East Fremont Interchange is the last link connecting Interstate 405 and Interstate 5. Federal and State funds amounting to $120 million are involved in Interstate 405 which includes the Fremont Bridge.

The justification for Federal condemnation is contained in the letters dated February 6 and 25, 1969 signed by State Highway Engineer Forrest Cooper. We have reviewed the justification and concur with the State's position that it cannot acquire the land with sufficient promptness. Our study of this case indicates that the State could secure a permit of entry only by acceding to the Railroad's demands for compensation and consideration beyond that contemplated by Federal-aid procedures. The State started monetary negotiations with the Railroad in April of [illegible]. Attempts to file a State condemnation action would meet the delaying tactics outlined in Mr. Cooper's letters. It is anticipated that the Railroad will attempt to delay Federal entry by requesting time to adjust their facilities. Therefore, this case should be filed immediately in order to secure timely use of the right of way by June 1, 1969.

(more)

2. Public Roads authorized the State to commence right of way acquisition on October 31, 1961. The project was advanced to Stage 2 program status on February 27, 1962. The project agreement contains the provisions required by Section 108a, 108b and 111 of 23 U.S.C.

3. The right of way shown on the enclosed plans is necessary for completion of the Fremont Bridge which is the last link connecting Interstate 405 with Interstate 5.

4. The specific interest in lands to be acquired is a permanent easement for the construction, operation, inspection, maintenance and reconstruction of elevated highway structures and supporting bents and other necessary and related facilities upon and across the real property of the Union Pacific Railroad. There will be complete control of access to the elevated highway structures. The Railroad will retain the right to go underneath the elevated structures as well as to utilize the area as set out in the attached permanent easement.

5. The State plans to acquire a permanent easement as set forth in the attached easements and descriptions. The title report does not indicate that there are any outstanding interests such as mineral or utility easements. In the event that there were any utility easements, the State would deal separately with the involved utility companies.

6. The legal description, permanent easement, title data, right of way map and aerial photograph of the larger tract is considered adequate. Due to the fact that the acquisition is from a larger tract which involves switching yards and other related facilities of the Railroad, both the State and this office believe that the larger tract can be better shown by the enclosed aerial photography. The right of way is on new alignment.

It should be noted that the proposed permanent easement was previously reviewed by our Washington office and received written approval. Since that approval there has been several minor changes in the use restrictions to comply with city building codes. This was discussed with Mr. E. J. Zelasko of the Office of Right of Way and Location and it was his suggestion that the changed easement be forwarded at the time the case was submitted for Federal condemnation. We have reviewed the changes and are in agreement with the use restrictions.

We have reviewed the State's appraisals and review appraisal and concur that $713,000 represents the fair market value of the acquisition. The appraisals were prepared in accordance with the Federal rules of

(more)

evidence as to valuation. It should be noted that a before appraisal was not made of the larger tract which involves the entire Union Pacific Railroad switching yard and other related facilities. This procedure was followed because the State's railroad consultant, Mr. J. W. Diffenderfer, has indicated that there are no operational damages. This matter has previously been discussed with Messrs. Fletcher Krause and E. J. Zelenko of the Washington office.

7. The State has tendered the Railroad a written offer of $213,000 for the needed right of way in accordance with their review appraisal. Negotiations have been handled by the State's Railroad and Utility Attorney Jack L. Sollie. The Railroad has taken the position that the three building improvements to be acquired are operating property. Our Washington office and this office have concurred that two of the buildings are operating property but the National Carloading warehouse was determined to be nonoperating property. The Railroad's position is that the buildings should be adjusted with no credit to the project as required by Paragraph 4h of PPM 30-3. Due to the fact that agreement cannot be reached on these points the appraisals and offer are on the basis of the fair market value of acquiring the buildings. It is our observation that the Railroad's negotiations have been of a delaying nature in an effort to secure fulfillment of their demands by placing the State in the untenable position of not being able to secure prompt right of entry in order to let a construction contract.

The Railroad has also asked for a commitment from the State to trade them certain excess lands which have been acquired from other property owners in the area. The State is willing to take such action as part of a final settlement but not as part of a partial settlement. These parcels of land represent excellent bargaining tools for any negotiations that might take place after the filing of the case. The State's Railroad Attorney, Mr. Jack Sollie, will be willing to give the Federal attorneys his full cooperation in going over the many ramifications of this complex case.

8. It is our understanding that under Federal condemnation procedures the court deposit is 100 percent of fair market value. The court deposit should be $213,000 which is the fair market value as set forth in the State's review appraisal. In recommending this amount of deposit, the three buildings within the taking have been considered on the basis of their depreciated value. Any future negotiated settlement that might treat any improvements as operating property should consider that the deposit was on the basis of fair market value.

The State has developed their planning sufficiently to satisfy us as to the effect of the proposed construction upon adjacent property and the treatment of access control in the area of a Federal acquisition. Our Metropolitan Area Engineer will maintain and supervise lands to be acquired and held in the name of the United States pending transfer of title and jurisdiction to the State.

Enclosures
1. OSHD ltrs, 2-6 and 2-25-69
2. Legal Description (3 cys)
   Permanent Easement and Use Restrictions (8 cys)
3. Right of Way Map (8 cys)
   Aerial Mosaic (3 cys)
4. Appraisal (3 cys)
   Review Appraisal (3 cys)
   Diffenderfer Report (3 cys)
5. Title Report (3 cys)
6. Portland Building Code

cc:
Region (08-00.11)
Region (08-00.32)
OSHD (Forrest Cooper)
Mathias (2 cys)

RECEIVED
FEB [illegible]

RECEIVED
FEB 28 1969

BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-405-8[illegible]303	
SECTION: WEST FREMONT INTERCHANGE	
TO: MR. FORREST COOPER, STATE HIGHWAY ENGINEER SALEM, OREGON	WORK: GRADING, PAVING, STRUCTURE SIGNING & ILLUMINATION
	COUNTY: MULTNOMAH

I-405-8(20)303 - 25-69
7214

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	DATE PS&E APPROVED FEBRUARY 19, 1969	DATE AUTHORIZED --------

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION – ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S FEBRUARY 18, 1969 REQUEST FOR PS&E APPROVAL WAS VERBALLY ACKNOWLEDGED FEBRUARY 19. THIS CONSTITUTES WRITTEN CONFIRMATION OF OUR PS&E APPROVAL.

AUTHORIZATION TO ADVERTISE WILL BE GRANTED UPON RECEIPT OF YOUR REQUEST WHICH IS DEPENDENT UPON AVAILABLITY OF FUNDS.

IT IS UNDERSTOOD CHANGES MAY BE REQUESTED FOR YOUR CONSIDERATION.

RECEIVED
FEB 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE
2-27-69
Young

NOTE: ADVANCE CONSTRUCTION ENGINEERING AUTHORIZED 12/6/68.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-25-69	L. R. Backlund for R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
FEB 24 1969
FOR FILING

I-405-8(20)303
7214

February 24, 1969

Pacific Builder & Engineer
1945 Yale Place North
Seattle, Washington 94118

Gentlemen:

Attached is a copy of the State Highway Commission's "Preadvertising Announcement" for grading, paving, structure, signing and illumination on the West Fremont Interchange Section of the Stadium Freeway on which bids are to be received by the Commission on April 17, 1969.

Please run this as a paid advertisement in your publication issue of February 27.

Your invoice in duplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc Gordon Winchcomb

fkn

~~OREGON STATE HIGHWAY COMMISSION~~

PREADVERTISING ANNOUNCEMENT

~~April 17, 1969~~

The Oregon State Highway Commission intends to formally advertise the following project on the 6th day of March 1969. Sealed bids will be received in Room 122, State Highway Building, Salem, Oregon at 9 a.m., Thursday, April 17, 1969.

MULTNOMAH COUNTY: West Fremont Interchange Section of Stadium Freeway in Portland. Federal-Aid Interstate Project No. I-405-8(20)303. Grading, paving, structure, signing and illumination. Req. approx. 34,600 cu. yds. emb. in place; 760 cu. yds. cr. mat.; 10,400 tons cr. mat. (plant mixed); 1,820 tons bit. base mix.; 3,200 tons asph. conc.; 14 tons RC. 250 asph.; 27 conc. manholes; 107 inlets; 950 lin. ft. guard rail; 1,500 lin. ft. barricade; 2 acres mulching; 156,280 lin. ft. steel piles (2,566 piles); 66,237 cu. yds. Cl. A. conc.; 19,184,000 lbs. reinf.; 15,477,000 lbs. struct. steel; 23,801 lin. ft. parapet railing; roadway illumination; structure illumination; 11 sign structs.(25,900 lbs. aluminum & 17,760 lbs. steel); and 3,026 sq. ft. signs. Completion time 850 calendar days. Req. R.R. Insurance.

Federal requirements applicable to this project accompany the special provisions for each project and must be complied with.

Plans and specs may now be inspected at the State Highway Building in Salem and at the AGC offices in Portland, Eugene, Seattle, Spokane, and Boise and at the Builders Exchange Cooperative, Portland.

Plans may be purchased at this time in the Salem office upon payment of $5 per set. Prequalification of bidders will be required.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

OREGON STATE HIGHWAY COMMISSION
Floyd Query Secretary
~~Glenn L. Jackson, Chairman~~
~~Fred W. Hill, Commissioner~~
~~Thaddeus B. Bruno, Commissioner~~

~~Forrest Cooper~~
~~State Highway Engineer~~

~~ATTEST:~~
~~Floyd Query, Secretary~~
2-20-69

RECEIVED
FEB 19 1969
FOR FILING

I-405-8(20)303
7214

February 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We hereby request approval of the P. S. and E. documents for the West Fremont Interchange Section, Project No. I-405-8(20)303.

Plans are to publish a preliminary announcement of an intent to advertise the West Fremont Interchange Section on February 20, 1969. We will make bidding plans available at that time to give the contractors 8 weeks of inspection and bid preparation time with bids to be received on April 17, 1969.

Formal advertisement of the project will be after funds are available and construction authorization is received.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:bb
cc: Tom Edwards
C. G. Swenson
R. N. Chase

RECEIVED
FEB 14 1969
FOR [illegible]

I-405-8(20)303
7314

February 14, 1969

Daily Journal of Commerce
P. O. Box 10134
Portland, Oregon 97210

Gentlemen:

Attached is a copy of the State Highway Commission's "Preadvertising Announcement" for grading, paving, structure, signing and illumination on the East Fremont Interchange Section of the Stadium Freeway on which bids are to be received by the Commission on April 17, 1969.

Please run this as a paid advertisement in your publication issues of February 20 and 27.

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Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

Attachment

cc Forrest Cooper
R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. H. Young
Ivan Merchant
R. E. Simpson - BPR
Gordon Winchcomb

(Same letter sent to newspapers on attached list)

(Letter sent to following)

Daily Journal of Commerce
83 Columbia Street
Seattle, Washington 98104

Pacific Builder & Engineer (letter ret.- wrong address
2418 3rd Avenue see letter of 2-24-69)
Seattle, Washington 98121

Daily Pacific Builder
~~465 10th Street~~ 2450 17th St.
San Francisco, California 94110

Daily Construction Service
P. O. Box 3019
San Francisco, California 94119

Daily Journal
1217 Welcome Street
Denver, Colorado

Mid-West Contractor
P. O. Box 766
Kansas City, Missouri 64141

Chicago Construction Service
1040 Merchandise Mart
Chicago, Illinois 60654

Daily Construction Service
448 S. Hill Street
Los Angeles, California 90013

~~OREGON STATE HIGHWAY COMMISSION~~

PREADVERTISING ANNOUNCEMENT

~~April 17, 1969~~

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OREGON STATE HIGHWAY COMMISSION
Floyd Query, Secretary
~~Glenn L. Jackson, Chairman~~
~~Fred W. Hill, Commissioner~~
~~Thaddeus B. Bruno, Commissioner~~

~~Forrest Cooper~~
~~State Highway Engineer~~

~~ATTEST:~~
~~Floyd Query, Secretary~~
2-20-69

RECEIVED
FEB 18 1969

363
I-405-8(20)
7214

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

February 13, 1969

Barbee
Hall
1 A. Olson
Sample
Terpin
Swenson

RECEIVED
FEB 14 1969
DESIGN
DIVISION

Trout T
Willis
Hackleman
Scott
R. Olson

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. D. J. Barbee

Dear Sir:

In regard to your letter of February 7, 1969, we have reviewed the plan title sheets for projects:

East Portland Freeway-Wilsonville Interchange Section
Pacific Highway - Washington and Clackamas Counties

West Fremont Interchange Section
Stadium Freeway - Multnomah County

Please be advised that there will be no effect on wildlife resources as a result of this construction, and the projects are approved.

We appreciate being advised of this work.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

cc: F.B. Klaboe /
L.H. Young
G.C. Wills
F.E. Terpin
T.C. Roake
A.E. Johnson
L.W. Rulien

ROK:js

RECEIVED
FEB 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1969

I-405-8(20)303
7214

January 30, 1969

Mr. Ray Smith
Auditor
City of Portland
City Hall
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 3278

H h
1-28-69

Dear Mr. Smith:

Attached for your records are two fully executed copies of an agreement for installation of illumination on the West Fremont Interchange Section of the Stadium Freeway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc F. B. Crandall
(agreement conformed)

R[illegible]
JAN 28 1969
FO[illegible]

Const
Proj
Maint Strickland
N. Fremont Sct

January 22, 1969

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination on the West Fremont Interchange Section of the Stadium Freeway in Portland.

This agreement has been executed by the City and provides that the State shall do the work at an estimated cost of $300,000 and maintain the luminaire units after installation. The City is to pay for all electrical energy consumed. This is an Interstate project.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

VPJ:njc lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
A. E. Johnson
C. H. Maison

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

I-40[illegible]

7214

January 22, 1969

See Page 7

Mr. Glenn L. Jackson, Chairman
State Highway Department
State Highway Building
Room 138
Salem, Oregon 97310

THROUGH:
Mr. R. M. Phillips
Regional FHWA
Portland, Oregon

Dear Mr. Jackson:

We approve, effective this date, the following revisions of Interstate Routes 80N and 205 as requested in your letter of October 11, 1968:

80N. From a junction with Interstate Route 5 at the east end of the Marquam Bridge in Portland easterly via the Mt. Hood Freeway to the vicinity of 96th Street, thence northerly to the Banfield Expressway, thence easterly via Pendleton to the Oregon-Idaho State line southeast of Ontario.

205. From a junction with Interstate Route 5 south of Portland easterly and northerly to a point on Interstate Route 80N at the Mt. Hood Freeway in east Portland, and from another point on Interstate Route 80N at the Banfield Expressway northerly to the Oregon-Washington State line east of Vancouver.

Sincerely,

J. R. Jamieson

John R. Jamieson, Deputy
Federal Highway Administrator

[illegible] 1-28-69

NOTED
R. L. PORTER

RECEIVED
JAN 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

[illegible]

[illegible], Member

Port[illegible]

October 11, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Subject: Application for Additional
Interstate Mileage,
Federal-Aid Act of 1968

Dear Sir:

We are submitting this letter to amplify our previous requests for exchange of Interstate mileage and additional Interstate mileage, in accordance with Public Law 90-238 of January 2, 1968, the Federal-Aid Highway Act of 1968, and IM 10-3-68.

We request the following priorities be established for system action and construction for these Interstate sections:

1. First Priority:

Elimination from the existing routing of I-80N that portion beginning at the intersection of I-5 on the east bank of the Willamette River in Portland and terminating at the intersection of I-80N with I-205 near 96th Street in east Portland (known as the Banfield Expressway) and substituting therefor a new routing beginning at an intersection with I-5 at the easterly end of the Marquam Bridge, thence easterly to an intersection with I-205 near 96th Street in east Portland (known as the Mt. Hood Freeway) and thence northerly concurrent with I-205 to a junction with I-80N.

The proposed deletion is 5.79 miles, and the requested addition is 5.27 miles. The concurrent mileage with I-205 is 2.56 miles.

This revision is within Oregon's current allotted Interstate mileage, and the construction of the revised routing is within the present Interstate apportionment.

1. First Priority - continued

For additional information, refer to our original request of July 25, 1963.

2. Second Priority:

Extension of I-305 (Salem) from Pine Street westerly across the Willamette River to a junction with FAP 47 at the west end of the Marion and Center Street Bridges. This proposed extension will require an allocation of an additional 2.34 miles to the Oregon Interstate Highway System.

The estimated cost of the proposed extension is $21,400,000. The work consists of four 12-foot lanes, one bridge over the Willamette River, and two interchanges.

Projected 1983 traffic - 14,800 ADT; estimated total vehicle miles - 12,641,000 per year; estimated lane miles - 9.36.

The proposed extension of I-305 will increase the service to the rapidly expanding developments on the west side of the Willamette River in Salem and adjacent areas, such as Salemtowne and other urban developments, and will substantially relieve the traffic burden on the existing street system and on Marion and Center Street Bridges by the diversion of traffic which does not desire to traverse that portion of Salem on the east side of the Willamette River.

The proposed extension will also provide a connection to Oregon Routes 22 (FAP 47) and 221 (FAS 116), which connection will be of increasing benefit to traffic having origin or destination to the west of Salem proper. Oregon Route 22 is one of the direct and major routes to the Pacific Ocean beaches and to recreational areas of the Pacific Coast Mountain Range. Oregon Route 221 penetrates the agricultural area north of Salem on the west side of the Willamette.

The proposed extension will improve the efficiency and service of the Interstate system by providing adequate connections with existing approach routes to Salem and by providing a route which avoids the business center to serve traffic bound to or from points other than

2. Second Priority - continued

the center of the city, and thus qualifies under the intent of the Federal-Aid Highway Act of 1968 and IM 10-3-63, which read in part as follows:

"Interstate System Adjustments

"(b) Subsection (d) of section 103 of title 23, United States Code, is amended by adding at the end thereof the following new paragraph:

"(3) In addition to the mileage authorized by paragraphs (1) and (2) of this subsection, there is hereby authorized additional mileage of not to exceed 1,500 miles for the designation of routes in the same manner as set forth in paragraph (2), in order to improve the efficiency and service of the Interstate System to better accomplish the purposes of that System."

IM 10-3-63 Enclosure C page 3

"Criteria for Selection of Interstate System Routes

"1. Connection with city street system

"To collect and distribute Interstate System traffic and other traffic bound in and out of the city to and from exterior points, the routes selected should provide for convenient collection and delivery. Although the Interstate routes must bear a proper relation in location and character to other parts of the street system, they will be the routes of principal service to the Interstate System traffic.

"4. Circumferential and distributing routes

"Routes which avoid the business centers of cities are needed to serve traffic bound to or from points other than the center of the city. Such routes may be so located as to serve both as arteries for through traffic around the city between various approach highways and as distribution routes for the movement of traffic with local origins and destinations to and from the various quarters of the city. The pattern of such routes depends upon the topography and plan of each particular city. At many of the relatively large cities the need is for routes completely encircling the city. In some of the larger cities a belt route near the central business district may be needed in addition to an outer circumferential route."

2. Second Priority - continued

For additional information, refer to our original request of August 2, 1968.

Proposed Interstate funding for the construction of the proposed extension is set forth hereinafter.

3. Third Priority:

a. Extension of I-80N beginning with the junction with I-405 on the west bank of the Willamette River (Portland) westerly to a junction with US 101 in the Clatsop Plains west of Astoria near Camp Rilea. The proposed extension is 102± miles.

In addition to the information and data furnished under our original request of July 26, 1968, the proposed extension consists of four 12-foot lanes and 28 interchanges. Estimated lane miles - 408±; estimated vehicle miles - 358,635,000.

The estimated cost of the construction is $225,000,000.

The proposed route extension generally follows the existing Lower Columbia River Highway, US 30, providing the only Interstate service to a port facility, Port of Astoria, on the Pacific Ocean between Seattle and Astoria and San Francisco; and the route would have great defense significance in case river travel or the single railroad facility are affected.

The proposed extension will connect with US 101, which is a major north-south traffic artery in the State of Oregon and thus unifies and improves the operation of the east-west Interstate system with the State Highway system for traffic having origin or destination along the northern coast of Oregon.

The area through which the highway will pass, as proposed, is the fastest growing industrial area in the state. Illustrative of this growth is the Crown Zellerbach paper processing plant at Wauna, Oregon (12 miles west of Clatskanie) which has a $9 million addition planned for early construction. Underway or planned is

3. Third Priority - continued

the Northwest Aluminum Company $142 million plant at Warrenton, Oregon; an atomic reactor $100 million electric generating plant at Prescott (5 miles east of Rainier); and a large industrial development at Port of St. Helens (6 miles northeast of Clatskanie).

b. This proposed Interstate extension of I-80N includes the "Industrial Freeway", requested as an extension of I-405 under our letter of June 19, 1963, which we now desire to make part of the I-80N extension.

It is our present desire to construct the "Industrial Freeway Section" of the proposed I-80N extension, deferring the construction of the balance of the route until additional Interstate funds become available. The funding required for the "Industrial Freeway" is set forth hereinafter.

The "Industrial Freeway" begins at the junction with I-405 in Portland on the west bank of the Willamette River westerly to a junction with US 30 (St. Helens Road). The length of the section is 1.1 miles, at an estimated cost of $11,000,000. The facility will consist of eight 12-foot lanes for 0.1 mile and four 12-foot lanes for 1.0 mile, with two interchanges. The estimated lane miles are 4.8 miles; the 1990 traffic projections are 74,000 ADT and 24,600 ADT for the 0.1 mile and 1.0 mile sections, respectively; the estimated total yearly vehicle miles are 11,680,000.

The "Industrial Freeway Section" would penetrate the industrial heart of the city and will provide an increasingly important access to the rapidly expanding industrial area adjacent to the south bank of the Willamette River. Industries served are petroleum storage, manufacturing, docking facilities, etc.

4. Fourth Priority:

Extension of I-105 from a junction on the north side of the Willamette River with existing I-105 route thence southwesterly across the river to junction with existing I-105 thence westerly

4. Fourth Priority - continued

to intersection with FAP 25 and the proposed Belt Line Freeway. The proposed extension is 4.18 miles, with an estimated cost of $20,400,000 for construction.

The construction consists of four 12-foot lanes, one twin river crossing structure and five interchanges. The 1985 traffic projections are 36,000 ADT (average easterly 2.52 miles) and 12,300 ADT (average westerly 1.66 miles); the estimated lane miles are 16.7; and the estimated total yearly vehicle miles are 40,600,000.

This proposed extension of I-105, as explained in original request of June 12, 1968, greatly reduces the traffic problems at the present 6th and 7th Street terminus, as 56% of the Interstate traffic had an origin or destination westerly of the terminus and thus the extension greatly benefits such traffic.

We desire the additional mileage be approved for this extension but actual construction of the section be deferred until additional Interstate funds become available under subsequent Federal-aid highway acts.

In order to accomplish the construction of the I-305 extension (second priority) and the "Industrial Freeway Section" of the I-80N extension (third priority) at this time, in view of the fact the Federal-Aid Highway Act of 1968 did not appropriate Interstate funds for construction of the additional 1500 miles to be added to the Interstate system, we hereby request deferral of the construction of Interstate Route I-82 (approximately 14.8 miles), and the four ramps "EN", "NE", "SE" and "ES" of I-405, East Fremont Interchange (deferral of the ramps recommended by Mr. Simpson's letter of August 26, 1968); and, further, that the funds which are included in present Interstate appropriation be used to construct the 2.34-mile extension of I-305 and the 1.1-mile section of the 102± extension of I-80N.

The estimated cost of the deferred I-32 route and the estimated cost of the additional Interstate mileage are as follows:

Deferred Construction

I-32	(Preliminary Engineering	$ 766,000
	(Right of Way	1,140,000
	(Construction	28,320,000
I-405	Ramps	$ 2,433,000
		$32,766,000

Requested Construction

I-305	2.34-mile extension	$21,400,000
I-80N	1.1-mile extension (Industrial Freeway Sec.)	11,000,000
		$32,400,000

We trust this information, combined with that provided in our initial request for system action and additional Interstate system mileage, will permit approval of same, as well as the authorization to proceed with the construction of the I-305 extension and the "Industrial Freeway Section of I-80N extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments (6 copies)

cc R. L. Porter
F. B. Klaboe
F. D. Morgan
F. B. Crandall
L. H. Young

LHY:ia

RECEIVED
JAN 7 1969

I-405-8(96) 363
7214

January 6, 1969

Mr. R. S. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Application for Additional Interstate
Mileage, Federal Aid Act of 1968

Dear Sir:

We are submitting for your reconsideration and approval, in accordance with Section 14 of the Federal Aid Highway Act of 1968 and IM 10-3-68, a map showing a proposed extension of I-305 (Salem) from Pine Street westerly across the Willamette River to a junction with FAP 47 at the west end of the Marion and Center Street Bridges. This proposed extension will require an allocation of an additional 2.34 miles to the Oregon Interstate Highway System.

This request has been previously submitted under our letters of August 2, 1968 and October 11, 1968, same subject. The following data is taken from our original submissions and has been further amplified.

1. The estimated cost of the proposed extension is $21,400,000. The work consists of four 12-foot lanes, one bridge over the Willamette River, and two interchanges.

2. The projected 1990 traffic - 17,800 ADT; estimated total vehicle miles - 15,200,000 per year; estimated lane miles - 9.36.

3. The proposed extension of I-305 will increase the service to the rapidly expanding developments on the west side of the Willamette River in Salem and adjacent areas, such as Salemtowne and other urban developments, and will substantially relieve the traffic burden on the existing street system and on Marion and Center Street Bridges by the diversion of traffic which does not desire to traverse that portion of Salem on the east side of the Willamette River.

4. The proposed extension will also provide a connection to Oregon Routes 22 (FAP 47) and 221 (FAS 116), which connection will be of increasing benefit to traffic having origin or destination to the west of Salem proper. Oregon Route 22 is one of the direct and major routes to the Pacific Ocean beaches and to recreational areas of the Pacific Coast Mountain Range. Oregon Route 221 penetrates the agricultural area north of Salem on the west side of the Willamette.

5. The proposed extension will improve the efficiency and service of the Interstate system by providing adequate connections with existing approach routes to Salem and by providing a route which avoids the business center to serve traffic bound to or from points other than the center of the city, and thus qualifies under the intent of the Federal Aid Highway Act of 1968 and IM 10-3-63, which read in part as follows:

> "Interstate System Adjustments
>
> "(b) Subsection (d) of section 103 of title 23, United States Code, is amended by adding at the end thereof the following new paragraph:
>
> "(3) In addition to the mileage authorized by paragraphs (1) and (2) of this subsection, there is hereby authorized additional mileage of not to exceed 1,500 miles for the designation of routes in the same manner as set forth in paragraph (1), in order to improve the efficiency and service of the Interstate System to better accomplish the purposes of that System."
>
> IM 10-3-63 Enclosure C page 3
>
> "Criteria for Selection of Interstate System Routes
>
> "1. Connection with city approach routes
>
> "For the service of Interstate System traffic and other traffic bound in and out of the city to and from exterior points, the routes selected should provide for convenient collection and delivery. Although the Interstate routes must bear a proper relation in location and character to other parts of the street system, they will be the routes of principal service to the Interstate System traffic.

"4. Circumferential and distributing routes

"Routes which avoid the business centers of cities are needed to serve traffic bound to or from points other than the center of the city. Such routes may be so located as to serve both as arteries for through traffic around the city between various approach highways and as distribution routes for the movement of traffic with local origins and destinations to and from the various quarters of the city. The pattern of such routes depends upon the topography and plan of each particular city. At many of the relatively large cities the need is for routes completely encircling the city. In some of the larger cities a belt route near the central business district may be needed in addition to an outer circumferential route."

6. The proposed extension of I-305 is in agreement with the cooperative Transportation Study (Salem). The public hearing of July 11, 1968 for the approved section of I-305 disclosed that the Salem City Council, the Marion County Board of Commissioners and the Polk County Board of Commissioners highly recommended the proposed extension of I-305.

7. The proposed Interstate funding for the construction of the proposed extension is as follows:

Deferred Construction

I-82	(Preliminary Engineering	$ 766,000
	(Right of Way	1,140,000
	(Construction	28,320,000
W I-405	Ramps	2,433,000
		$32,766,000

Requested Construction

I-305	2.34-mile extension	$21,400,000
*I-505	1.1-mile extension (Industrial Freeway Sec.)	11,000,000
		$32,400,000

*Approved under Mr. Bridwell's letter of December 24, 1968.

We trust the above information will permit your reconsideration and approval of our request for the additional 2.34-mile Interstate extension of I-305.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

bc: R. L. Porter
F. B. Klaboe
F. D. Morgan
F. B. Crandall
D. J. Barbee
L. H. Young
R. N. Chase

RECEIVED
DEC 18 1968
FOR FILING

I-405-8(20)303
7214

December 17, 1968

7053

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File: 08-35-DA

Dear Sir:

Your letter of December 2 comments on our proposal to reduce the sizes of signs by repositioning the route shield above the sign.

This request stems from certain problems brought on by our current practice of using existing overcrossings for sign support rather than promiscuous installation of additional sign bridges. On structures, we are restricted to a sign height of approximately seven feet. This has proven highly satisfactory, inasmuch as the route shields can usually be mounted elsewhere. The signs have a neat appearance, and we had made our proposal concerning the shields in order that we might maintain a more or less uniform installation practice.

We realize that we must be in substantial conformance in our design to the Interstate Sign Manual. We will continue our effort, however, to maintain a reasonable size on our overhead signs through the relocation of the route shield such that sign heights may be held to a minimum.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:mk/TE:ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 2, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon - Proposed Interstate Signing

You recently submitted for review a proposal to reduce the size of overhead guide signs on the West Fremont Interchange by mounting the route shields and cardinal direction markers above the main body of the sign. The following comments include those of our Regional office as well as the Office of Traffic Operations.

Your objective to reduce the size of overhead signs, resultant wind load, and necessary sign structures on freeways in urban areas is certainly commendable. In doing this the sign should be in conformance with existing signing policies in addition to being complete in message content, simple and easy to read. The proposed design to mount route markers and cardinal directions separate and above the individual panels showing destinations and related information is not within the intent of the Interstate Sign Manual and the MUTCD of combining the functions of separate route markers and destination signs on major directional signs where both are in existence. Therefore, this design cannot be approved for use at this time.

Although the 5' 6" height sign panel will provide adequate background for the main sign panel, the route markers above and without this background would tend to get lost in an array of backgrounds. Any separation of these basic sign elements coupled with the loss of background would reduce the overall effectiveness of the sign. Also, a separation would have a greater adverse effect on the total sign readability under various lighting and weather conditions.

Mounting route markers and cardinal directions above the sign panel would also conflict with adding exit numbers to the top of directional signs which we understand will be included in the revised Interstate Sign Manual.

Should you desire to continue development of this proposal, it is recommended that the change be submitted to the AASHO Special Committee on Signing and Marking for an interpretation. Any experimental use should be limited to a few installations off the Interstate freeway.

Bud Eldreld

Copy-young

DEC - 5 1968

RECEIVED
DEC 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 16 1968
FOR FILING

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

I-405-8(26)303
7214

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 9, 1968

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon FAI I-405-8(1)301
Stadium Freeway
West Approach to Fremont Bridge
Aluminum Project Rail

In answer to Mr. Merchant's letter of November 12, 1968 permission is hereby given to accept the design offered by the consultant without accepting bids on alternate materials.

The use of a single material type is considered to be in the public interest due to increased safety and economy and due to the desirability of uniformity on this project. Approval is therefore given under the authority of PPM 21-6.3 paragraph 16b.

Copy
Ivan
Young
12-16-68

RECEIVED
DEC 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 13 1968
FOR FILING

BUREAU OF PUBLIC ROADS

12-6-68

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-405-8(20)303

7214

TO: Mr. Forrest Cooper State Highway Engineer Salem, Oregon	PROJECT: I-405-8(20)303
	SECTION: West Fremont Interchange
	WORK: Construction Engineering
	COUNTY: Multnomah

FROM: R. E. Simpson Division Engineer Salem, Oregon	DATE PS&E APPROVED ----	DATE AUTHORIZED December 6, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

☒ OTHER (SPECIFY). Advance Construction Engineering

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

Your request to proceed with construction engineering in advance of advertising and award is approved. Authorization at this time is considered to be advantageous to the State and Federal Government due to the complexity of the interchange design. Early staking will allow the contractor to begin work immediately upon award of a contract.

This authorization is given with the condition that any restaking required due to revision in P.S.&E. documents or any replacement of stakes lost due to delay in getting the project to construction will be done without Federal participation.

The work covered by this authorization is estimated to cost $40,000.00 with $36,000.00 in Federal funds.

OFFICE USE

12-12-68

REFERRED TO Young

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-6-68	For R. E. Simpson	Division Engineer

RECEIVED
DEC 11 1968
FOR FILING

I-405-8(20)303
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 5, 1968

In reply refer to: 08-35-DA

ate Highway Engineer

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches

See E7a Ext Edwards

Mr. Merchant's October 24, 1968 letter requested early consideration and approval of a proposal to include as part of the bidding plans the installation of Rich's Hi-Dro Cushion Cells at several gore points on the East and West Fremont Interchanges.

We have no objection to the use of these protective devices provided all recent improvements are incorporated into the design and specifications; however, it is recommended that the work be designated as experimental under the liberalized provisions set forth for category 2 items of PPM 20-6.3. This procedure would enable the State to designate trade names without conflicting with PPM 40-3.1 as well as assure proper dissemination of information to appropriate offices.

Copy
Merchant
& Young
12-11-68

RECEIVED
DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 11 1968

FOR FILING

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ENT

n

te Highway Engineer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 5, 1968

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches

See E 7 for Edwards Let

Mr. Merchant's October 24, 1968 letter requested early consideration and approval of a proposal to include as part of the bidding plans the installation of Rich's Hi-Dro Cushion Cells at several gore points on the East and West Fremont Interchanges.

We have no objection to the use of these protective devices provided all recent improvements are incorporated into the design and specifications; however, it is recommended that the work be designated as experimental under the liberalized provisions set forth for category 2 items of PPM 20-6.3. This procedure would enable the State to designate trade names without conflicting with PPM 40-3.1 as well as assure proper dissemination of information to appropriate offices.

Copy Merchant - Young
12-11-68

RECEIVED
DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 27 1968
FOR FILING

I-405-8(20)303
7214

November 26, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Re: West Fremont Intchge.
Project No. I-405-8(20)303

Dear Sir:

We hereby request approval and authorization to proceed with the construction engineering for the above-mentioned project. We consider the plans submitted to you on November 15, 1968 as the final design, with the exception of a possible few minor changes.

We consider it necessary to proceed with the field staking of this project in advance of advertising and award because of the complexity of design and enormous amount of work to be done to be ready for the contractor to begin work as soon as the project is awarded.

We estimate this early authorization of construction engineering to be a total of $40,000, with $36,000 federal funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

RECEIVED
NOV 29 1968
FOR FILING

I-405-8(20) 363

7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 26, 1968

To: Ivan D. Merchant
Bridge Engineer
BUILDING

SUBJECT: Electrical Design
W. Fremont Interchange
Portland

The illumination plans for the West Fremont Interchange, dated September 24, 1968, and the latest plans for the Fremont Bridge were reviewed at the same time in order to coordinate the two projects. This was done to achieve a uniform design with similar types of equipment, poles and luminaire placement. The following recommendations are made in addition to those previously submitted:

1. It is suggested that some means of mounting the 250-watt lower deck luminaires that will result in a more uniform lateral placement of the luminaires be implemented. This could be accomplished by designing a bracket to suspend the luminaires from the underside of the deck, in place of the side of girder design presently proposed. In any event, a definite six-foot overhang, plus or minus one foot should be adhered to.

2. Regarding your telephone conversation with Mr. Dixson of this office with reference to the power sources for the two projects, either a separate source for each or a combined service will work satisfactorily. If a decision is made for separate sources, then Howard, Needles, Tammen & Bergendoff should be advised so that the lighting circuits can be rearranged. Also, the remarks in our previous submittal, regarding the bridge navigation lights and the aircraft warning beacons would not be applicable. In addition, the sign illumination load indicated could be reduced by 6,600 watts.

3. As previously discussed, in order to achieve a more uniform appearing lighting system any reference to roadway lighting luminaires other than GE M-250R and M-400 or Westinghouse OV-15 and OV-25 shall be deleted.

4. Sheet 199, indicating typical mounting details for the lower deck lighting fixtures, show flexible cable wiring. This type of connection is not recommended. It is suggested that this be revised to show liquid-tite flexible conduit from the rigid conduit termination to the light bracket.

5. Sheet 198, Duplex Bracket Poles. The secondary "B" arm shown on the plans indicates a high rise style of arm. This is not in keeping with the davit style being used throughout the Fremont projects. It is suggested that a davit style arm, which is available, be shown on the plans.

L. E. George

L. E. George
Asst. Traffic Engineer

RMD:njc

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

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KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Fremont Bridge
Stadium Freeway
FAP No. I-405-8(1)301
Bridge No. 9268
West Approach

Our consultant, Howard, Needles, Tammen and Bergendoff, has offered us a part of the overall structure design on aluminum parapet rail alike in all details to our own standard parapet rail, aluminum light standards, and sign bridges fabricated of aluminum tubing. The consultant's plans and specifications do not permit the contractor the privilege of bidding on alternate members similar in design but fabricated from steel products, as we have always done.

We request permission to accept the design offered by the consultant, without bidding on alternate materials.

The basic reason for the request on parapet railing is economy and uniformity. We have used approximately 20,000 lineal feet of aluminum parapet rail annually since its inception in 1956 at a price of around $5.00 per foot. It has always been bid with an alternate in steel. In all this time only one job has been furnished in steel. Our best information is that a rail of this type in steel would cost in the $7 to $8 per foot range.

The basic reason for using aluminum light standards and sign bridges is resultant safety to traffic in future maintenance operations. Aluminum is a noncorrosive material. Light standards and sign bridges fabricated of steel would have to be painted in daylight hours with the necessary staging restricting the roadway, affecting the carrying capacity of the structure and creating a hazard to both traffic and

TOM EDWARDS

workmen. In addition, the light standards and sign bridge, as designed, have clean, simple and aesthetically pleasing lines, with a considerable savings in dead load on the structure.

Our consultant has made comparative cost estimates of sign bridges and light standards constructed of both steel and aluminum. Copies of the consultant's reports are attached. Approval of the procedure should, for the sake of uniformity, be extended to all contracts on the project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: L. H. Young
C. H. Maison
Tom Edwards> ✓

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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
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JOSEPH H. LOOPER
ROBERT O. DRANGE
DONALD E. HARPER
BERNARD H. ROTTINGHAUS
GERARD F. FOX
WILLIAM M. WACHTER
BROWNING CROW

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

ASSOCIATE
REX M. WHITTON

ADVISORY BOARD
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ERNEST E. HOWARD
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HENRY C. TAMMEN
1908 - 1961

November 11, 1968

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Merchant:

In response to your request, we have investigated the cost of the aluminum light standards proposed versus steel light standards. It is estimated the aluminum poles will cost 20 per cent more than the ungalvanized poles and about 10 per cent more than galvanized poles. These are the installed costs which do not reflect any future maintenance costs.

In view of the possible cost of future maintenance and the difficulty of access under traffic, we believe the aluminum poles are appropriate for this project.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

MJK:mh
cc: Mr. F. E. Bleistein

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4

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE HOWARDNEED KANSASCITY

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7,8,9,10,11,12,1,2,3,4,5,6

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: West Fremont Interchange
Bridge 9268
Sign Bridges

Dear Mr. Merchant:

At your request we have made studies to attempt to determine the relative first-cost economy of the aluminum sign bridges as proposed versus the State's standard steel sign bridges.

Our studies do not indicate a predictable difference in the initial cost of the two types. It should be recognized that sign bridges are generally bid at lump sum prices, and adjusting for regional factors, the prices in states that use aluminum sign bridges do not reflect any meaningful variation over those that use steel. In some states where both types are used or where a change in type has been made, no variation can be found that can be contributed exclusively to the type of material.

The lack of variation is understandable, since the nature of the structure involves a high ratio of fabrication cost to material quantity. Not only is the material a small proportion of the cost, but the reduction in weight of the aluminum offsets some of the higher material cost and reduces the handling cost. The cost of galvanizing the steel assemblages is also a significant factor.

For a comparison, the costs of three of the more typical sign bridges on the West Interchange were estimated. The relative unit costs of the fabricated and erected materials were interpreted from available lump sum bids and are subject to variation. The costs are itemized in the attached table. The estimated costs are within $200 and it can be seen that a small variation in the unit cost can reverse this difference; the difference is within the usual estimating tolerances.

In view of the slight and uncertain first-cost advantage indicated, an in view of the possible long-term maintenance savings, we believe the aluminum sign supports as proposed are appropriate.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

MJK:mh

cc: Mr. F. E. Bleistein

ESTIMATE OF COST - SIGN BRIDGES

Item	Unit	Unit Price	68 Ft. Span		70 Ft. Span		75 Ft. Span	
			Quantity	Cost	Quantity	Cost	Quantity	Cost
1. Steel Sign Bridge								
A36 Structural Steel	Lbs.	$0.75	720	$ 540	720	$ 540	720	$ 540
A53 Structural Steel	Lbs.	$0.50	9,400	$4,700	11,500	$5,750	11,900	$5,950
TOTAL				$5,240		$6,290		$6,490
2. Aluminum Sign Bridge								
Stainless Steel Bolts,etc.	Lbs.	$1.50	564	$ 846	564	$ 846	564	$ 846
6061 Aluminum	Lbs.	$1.75	2,620	$4,585	3,100	$5,425	3,320	$5,810
TOTAL				$5,431		$6,271		$6,656
	3 Sign Bridges:		Steel	$18,020				
			Aluminum	$18,358				

FORM E-123X 60M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(20)303
7214

October 24, 1968

Mr. R. E. Simpson
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

[illegible]

Subject: East & West Fremont Interchanges
Stadium Freeway
Multnomah County
Bridge Nos. 8958 & 9268

Dear Sir:

In order to improve safety conditions at the gore points located at the intersection of the SE and SW, WE and WS, ES and EW lines on the West Fremont Interchange, and the L and SE, SE and SW, EN and EW, NE and NW, WE and WS, and WE and WN lines on the East Fremont Interchange, we propose to install a bank of Rich's Hi-Dro Cushion Cells, as shown on Drawing No. B320, 5 copies of which are attached.

This bank of cells at the gore are calculated to stop a 4,000 lb. vehicle moving at 50 miles per hour with an impact deceleration of approximately 8 G's.

We have studied several methods of protecting the traveling public from these gores and believe the Rich Hi-Dro Cushion Cell to be one which we would recommend using on this bridge. Protection of this nature is recommended by the AASHO Traffic Safety Committee in their report of February 1967, and we believe that on this structure we should explore the possibility of this type of traffic protection.

We are therefore presenting this method of core protection for your approval and would appreciate your earliest consideration, as we feel that this equipment should be part of the bidding plans.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
ORIGINAL SIGNED

By T. C. ROAKE

Theo. C. Roake
Asst. Bridge Engineer

[illegible]
TOM EDWARDS

TCR:jr
Attachments

cc: Tom Edwards (w/1 print)
C. H. Maison
L. H. Young

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OCT 24 1968
OFFICE OF

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SEP 11 1968
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I-405-8(20)303
7214

September 10, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35.6
Oregon Project I-405-8(1)301
West Fremont Interchange
Preliminary Plans

Dear Sir:

Your letter of August 27 brought up two items -- namely, gore point protection and signing on the West Fremont Interchange.

After considerable investigation, we are of the opinion that the water-filled plastic cylinders sold under the trade name "Hydrocel" appear to be the most foolproof and effective product on the market for gore point protection and we will propose them in this contract. The parapets will be appropriately designed as indicated in your letter.

The matter of signing has had a great deal of attention. Since the data was given to the consultant, we have had many meetings (both internally and with the City of Portland) concerning the routing designations. We will submit a new schedule of messages for your consideration. They will be based on the principle that the boards in general will be not larger than 7 feet by 12 feet; they will be located directly over the appropriate lanes and will carry two lines of copy. Route shields will be on the face of the sign where space exists or placed at some appropriate location if space is not available on the board in question.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
F. B. Crandall (enc.)
L. H. Young (enc.)

TE:ja

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 27, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. Merchant, Bridge Engineer

FROM : B H Brooks for
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
West Fremont Interchange
Preliminary Plans

We have made a partial general review of the plans dated August 3, 1968. In order to permit early consideration of certain items, we furnish the following comments at this time and prior to completion of our review.

With respect to the gore points of diverging roadways, we are concerned with the lack of appropriate safety provisions. As discussed at previous meetings, we believe it is essential that some provisions be made to eliminate the safety hazard of an exposed concrete obstacle in the gore point. If the systems currently proposed by various companies are not considered suitable, then as a minimum provision the gore area should be designed to permit ready installation of some type of energy absorbing device at a later date, but preferably before opening this section to traffic. Any concrete nosings, parapets, and curbs called for on the plans at this time should be designed so as to be removable unless they are part of an overall safe design. Also, it is suggested that a longer section of the gore area be decked over to permit more leeway for some future safety device installation.

At the gore points of merging roadways the plans show a 3' 5" high concrete parapet which forms the gore nose. This high wall is a revision of the typical 2' 5 1/2" high parapet with single pipe used in the approaching roadways. This high parapet will interfere with the vision of the merging drivers, particularly for drivers of small automobiles. We therefore recommend that the height of the parapet not be increased at the gore point. If the merging roadways are highly supered, it would be desirable to stop the solid parapet sooner so as to provide maximum visibility at this point.

The design plans for this project consist of 215 sheets. To facilitate the review and make it easier to find details of certain parts or sections of the structure, we recommend that an overall orientation plan be included and tied in with an expanded index of plans.

(more)

Copy Ivan
Discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Our review of your signing plans indicates some inconsistency in legends and sign composition which could be improved. We suggest you study some of the following comments to see if they more effectively sign the project: Sign 2 should be eliminated until the Industrial Freeway or the couplet is installed. Signs 7 and 8 should have the route shield adjacent the proper destination. In some instances the route shield could be placed on the outside of the legend (as done on the Marquam Bridge) or close to the legend and the down arrows inside the shield. Sign 8 might be one that could be so altered. Sign 10 would probably be more effective if City Center could be placed on the bottom left with the respective route shield on top. We also think it would be desirable to move Signs 12 and 13 past the point of the diverging ramps with lane designation for all five lanes. This would necessitate an additional sign bridge at the beginning of the northbound structure at about Station 396±. Lane designation should also be used here with an "exit only" type over the far left median lane. This sign could utilize the other side of the sign bridge now planned for the Glisan Street off ramp. The NW Portland sign should be temporary with St. Helens used for the permanent destination. Signs 6, 11, and 13 could probably be reduced in width.

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AUG 29 1968
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OCT 22 1968

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I-465-8(20)323

7214

Tom Edwards

9-7-68

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST
SUMMARY

BRIDGE	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
SE - Concrete Units	$ 1,492,430	$ 394,223 ✓	$ 1,886,653
ES - Concrete Units	1,610,975	514,033 ✓	2,125,008
EW - Concrete Units	1,463,142	221,486 ✓	1,684,628
WE - Concrete Units	~~1,009,215~~ 1,268,755	589,562	1,598,777
SW - Steel Units	1,304,090	417,987	1,722,077
WS - Steel Units	1,133,841	306,469	1,440,310
SE - Steel Units	2,409,559	1,091,146 ✓	3,500,705
ES - Steel Units	1,857,761	175,324	2,033,085
EW - Steel Unit	494,592	------	494,592
WE - Steel Unit	874,484	265,497	1,139,981
Lighting			130,000
Signing			50,000
Retaining Walls			38,000
Street Relocations			90,000
TOTAL	~~$13,650,089~~ 259,540 13,909,629	$3,966,727	~~$17,933,816~~ 259 540 18,193,356 2,001,269 20,194,625

11%

Howard, Needles, Tammen & Bergendoff

September 7, 1968

NOTED
TOM EDWARDS

20 1946
342
20.536.600

Form F-136—20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 1

Bridge West Fremont County Mult.

Calculations by WOOD Date Sept. 12, 1968 Bridge No. 9268

Lighting, signing, retaining walls, street relocations –

From consultant's estimate	$ 308,000
Eng'r. & cont. (11%)	34,000
	342,000
Superstr. (Est. sheet 2)	15,330,890
Substr. (Est. sheet 3)	3,958,802
Total Estimated Cost	$19,631,692

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Fremont County Mult. Bridge No. 9268
Section and Station ______ Highway ______
Estimate Made By HNTB Date ______ ~~Checked~~ Priced By Wood Date Sept. 11, 1968
Description

Estimate From (Strike out the ones which do not apply)
- No plans
- Sketch
- Completed plans; Drawing No.

Superstructure

Calculation Book No. ______ Loading ______

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete - Steel Units	Cu.Yd.		9,825		90.00	884,250
Class "A" Concrete - Concrete Units	Cu.Yd.		31,747		105.00	3,333,435
Metal Reinforcement	Lbs.		15,074,800		0.15	2,261,220
Lumber	F.B.M.					
Structural A441 Steel	Lbs.		9,572,400		0.43	4,116,132
Structural A588 Steel	Lbs.		5,204,900		0.45	2,342,205
Structural Steel Misc.	Lbs.		570,860		0.60	342,516
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	22,502		7.00	157,514
Metal Parapet Rail #	Lin.Ft.	-				
Exp. Jts. Type 4	Lin.Ft.		368		124.00	45,632
Exp. Jts. Type 3	Lin.Ft.		1,757		112.00	196,784
Exp. Jts. Type 5	Lin.Ft.		150		136.00	20,400
1¼" conduit	Lin.Ft.		14,420		1.50	21,630
¾" conduit	Lin.Ft.		740		1.00	740
Rdwy. Drains	Each		87		80.00	6,960
8" P.V.C. Pipe	Lin.Ft.		1,143		15.00	17,145
Bearing Devices	All					65,050
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $13,811,613
Plus 11 Per Cent For Engineering & Contingencies 1,519,277
TOTAL COST $15,330,890

Eng'r. 7%
Cont. 4%

③

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Fremont County Mult. Bridge No. 9268
Section and Station ______ Highway ______
Estimate Made By HNTB Date ______ ~~Checked~~ Priced By Wood Date Sept. 11, 1969
Description

Estimate From (Strike out the ones which do not apply) { No plans / Sketch / Completed plans; Drawing No.

Substructure

Calculation Book No. ______ Loading ______

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	$175,000
Structural Excavation	Cu.Yd.	13,393	-		$5.00	91,965
Excavation Below Elevation Shown	Cu.Yd.	3,567	-		7.00	24,969
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 10 BP42	Lin.Ft.	4,640	-		5.00	23,200
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling 10 BP42	Each	63	-		65.00	4,095
Splice Steel Piles 10 BP42	Each	63	-		32.00	2,016
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete Footings	Cu.Yd.	12,473			40.00	498,920
Col. & Shafts Concrete	Cu.Yd.	12,680	-		80.00	1,014,400
Metal Reinforcement	lbs.	4,081,659			0.15	612,249
Lumber	F.B.M.					
Structural Steel	lbs.					
Structural Steel	lbs.					
Steel Piling 12 BP53	Lin.Ft.	8,760			7.00	61,320
Drive Steel Piling 12 BP53	Each	160			70.00	11,200
Splice Steel Piles 12 BP53	Each	160			34.00	5,440
Prestr. Conc. Slabs	Each	-				
Steel Piling 14 BP73	Lin.Ft.	86,383			8.50	734,293
Drive Steel Piling 14 BP73	Each	1,811			74.00	134,014
Splice Steel Piles 14 BP73	Each	1,595			36.00	57,420
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-				
Metal Parapet Rail #	Lin.Ft.	-				
8" P.V.C. pipe	Lin.Ft.	6,057			15.00	90,855
Type "B" Inlets	Each	67			145.00	9,715
Prestress Rods & Anchors	Lbs.	2,100			1.25	2,625
Special Backfill	Cu.Yd.	420			5.50	2,310
Concrete Slab Riprap	Sq.Yd.	1,270			8.25	10,477
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $3,566,488
Plus 11 Per Cent For Engineering & Contingencies 392,314
TOTAL COST $ 3,958,802

Eng'r. 7%
Cont. 4%

ENGINEERING COSTS

WEST MARQUAM INTERCHANGE: Contract Cost = $\$4,513,343^{00}$
Contract Date: 11-7-63 ENGR. Cost = $324,655^{00}$
Completion Date 11-30-65 = 7.193 %

EAST MARQUAM INTERCHANGE: Contract Cost = $\$3,637,705^{00}$
Contract Date: 5-4-65 Engr. Cost = $273,361^{00}$
Completion Date: 3-15-67 = 7.515 %

ASTORIA BR. APPROACHES: Contract Cost = $\$1,215,617^{00}$
Contract Date: 10-25-64 Engr. Cost = 117,609
Completion Date: 5-27-66 = 9.675 %

Form E-136 3-M

Oregon State Highway Depar nt
BRIDGE DESIGN SECTION

Sheet 5

Bridge West Fremont County Mult.

Calculations by WOOD Date Sept. 13, 1968 Bridge No. 9268

Retaining walls, street relocations, and about 75% of lighting & signs

From Consultant's estimate	$ 263,000
Eng'r. & cont. (11%)	29,000
	292,000
Part Superstr. (Est. sheet 6)	9,065,027
Part Superstr. (Est. sheet 7)	2,685,039
Substr. (Est. sheet 3)	3,958,802
Part Plan I	$ 16,000,868

	292,000
Part Superstr. (Est. sheet 6)	9,065,027
Part Superstr. (Est. sheet 8)	1,987,187
Substr. (Est. sheet 3)	3,958,802
Part Plan II	$ 15,303,016

	292,000
Part Superstr. (Est. Sheet 6)	9,065,027
Part Superstr. (Est. sheet 9)	1,901,655
Substr. (Est. sheet 3)	3,958,802
Part Plan III	$ 15,217,484

⑥

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Fremont County Mult. Bridge No. 9268
Section and Station Highway
Estimate Made By HNTB Date Checked By Wood Date Sept. 12 1983
Description Priced

Part Superstructure

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; Drawing No.

(All concrete units, SW and WS steel units)

Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete - Steel units	Cu.Yd.		3,076		$90.00	$276,840
Class "A" Concrete - Concrete units	Cu.Yd.		31,747		105.00	3,333,435
Metal Reinforcement	lbs.		13,241,700		0.15	1,996,255
Lumber	F.B.M.					
Structural A441 Steel	lbs.		2,655,800		0.43	1,141,994
Structural A588 Steel	lbs.		1,742,900		0.45	784,305
Structural Steel Misc.	lbs.	-	430,060		0.60	258,036
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	14,654		7.00	102,578
Metal Parapet Rail #	Lin.Ft.	-				
Exp. Jt. Type 3	Lin.Ft.		1,607		112.00	179,984
Exp. Jt. Type 1	Lin.Ft.		368		124.00	45,632
1½" conduit	Lin.Ft.		9,335		1.50	14,002
¾" conduit	Lin.Ft.		470		1.00	470
Roadway Drains	Each		63		80.00	5,040
8" P.V.C. Pipe	Lin.Ft.		933		15.00	13,995
Elec. Devices	All					24,325
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $8,156,891
Plus 11 Per Cent For Engineering & Contingencies 898,436
TOTAL COST $ 9,055,327

Eng'r. 7%
Cont. 4%

⑦

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Frerront County Mult. Bridge No. 9268
Section and Station Highway
Estimate Made By HWTB Date ~~Checked~~ Priced By Wood Date Sept. 13, 19
Description

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; Drawing No.

Part Superstructure
(SE steel units)

Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete Steel Units	Cu.Yd.		2,565		$ 90.00	$ 230,85
Concrete	Cu.Yd.		-			
Metal Reinforcement	lbs.		690,500		0.15	103,575
Lumber	F.B.M.					
Structural A441 Steel	lbs.		3,013,700		0.43	1,295,891
Structural A588 Steel	lbs.		1,498,700		0.45	674,415
Structural Steel Misc.	lbs.	-	83,490		0.60	50,09
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	2,832		7.00	19,824
Metal Parapet Rail #	Lin.Ft.	-				
Exp. Jt. Type 5	Lin.Ft.		150		136.00	20,400
1¼" conduit	Lin.Ft.		1,190		1.50	1,735
¾" conduit	Lin.Ft.		100		1.00	100
Roadway Drains	Each		9		80.00	720
Brng Devices	All					21,300
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $ 2,418,95
Plus 11 Per Cent For Engineering & Contingencies 266,09
TOTAL COST $ 2,685,[illegible]

Eng'r. 7%
Cont. 4%

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Fremont County Mult. Bridge No. 9268
Section and Station Highway
Estimate Made By HNTB Date ~~Checked~~ By Wood Date Sept. 13, 1968
Description Priced

Estimate From (Strike out the ones which do not apply) { No plans / Sketch / Completed plans; Drawing No. Part Superstructure (SE1 and ES1)

Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete Steel Units	Cu.Yd.		1,837		$ 90.00	$ 165,330
Concrete	Cu.Yd.		-			
Metal Reinforcement	lbs.		649,300		0.15	97,395
Lumber	F.B.M.					
Structural A441 Steel	lbs.		2,246,500		0.43	965,995
Structural A588 Steel	lbs.		1,046,900		0.45	471,105
Structural Steel Misc.	lbs.	-	77,100		0.60	46,260
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	1632		7.00	11,424
Metal Parapet Rail #	Lin.Ft.	-				
Exp. Jts. Type 3	Lin.Ft.		96		112.00	10,752
Exp. Jts. Type 5	Lin.Ft.		96		136.00	13,056
1¼" conduit	Lin.Ft.		935		1.50	1,402
3/4" conduit	Lin.Ft.		100		1.00	100
Rdwy. Drains	Each		8		80.00	640
Brng. Devices	All					6,800
			-	-	-	
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $1,790,[illegible]
Plus 11 Per Cent For Engineering & Contingencies 196,[illegible]
TOTAL COST $ 1,987,19[illegible]

Eng'r. 7%
Cont. 4%

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Fremont County Mult. Bridge No. 9269
Section and Station ______ Highway ______
Estimate Made By HNTB Date ______ ~~Checked~~ By Wood Date Sept. 16, 1968
Description ______ Priced

Estimate From
(Strike out the ones which do not apply)
- No plans
- Sketch
- Completed plans; Drawing No. Part Superstructure (SE3, ES3) and .4(SE2, ES2)

Calculation Book No. ______ Loading ______

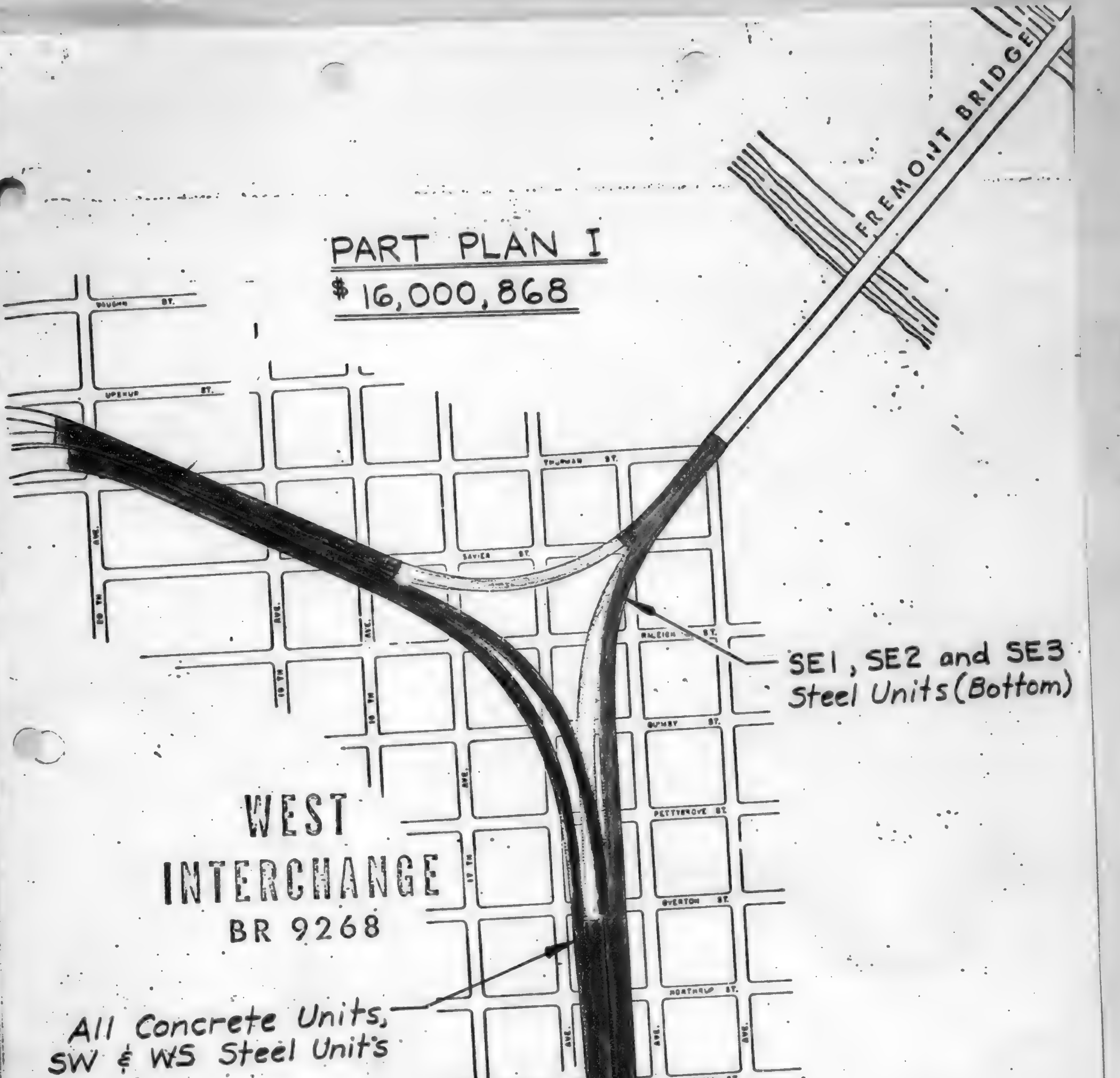
ITEMS	UNIT	QUANTITIES Substruct.	QUANTITIES Superstruc.	QUANTITIES Total	COST Rate	COST Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete Steel Units	Cu.Yd.		2,302		$90.00	$207,180
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.		517,120		0.15	77,563
Lumber	F.B.M.					
Structural A441 Steel	Lbs.		2,183,240		0.43	938,793
Structural A588 Steel	Lbs.		975,140		0.45	438,813
Structural Steel Misc.	Lbs.	-	20,784		0.60	12,470
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	2,371		7.00	16,597
Metal Parapet Rail #	Lin.Ft.	-				
Exp. Jts. Type 3	Lin.Ft.		22		112.00	2,464
Exp. Jts. Type 5	Lin.Ft.		22		136.00	2,992
1¼" conduit	Lin.Ft.		1,440		1.50	2,160
¾" conduit	Lin.Ft.		36		1.00	36
Rdwy. Drain	Each		6		80.00	480
Brng. Devices	All					13,650
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $1,713,203
Plus 11 Per Cent For Engineering & Contingencies 188,452
TOTAL COST $ 1,901,655

Eng'r. 7%
Cont. 4%

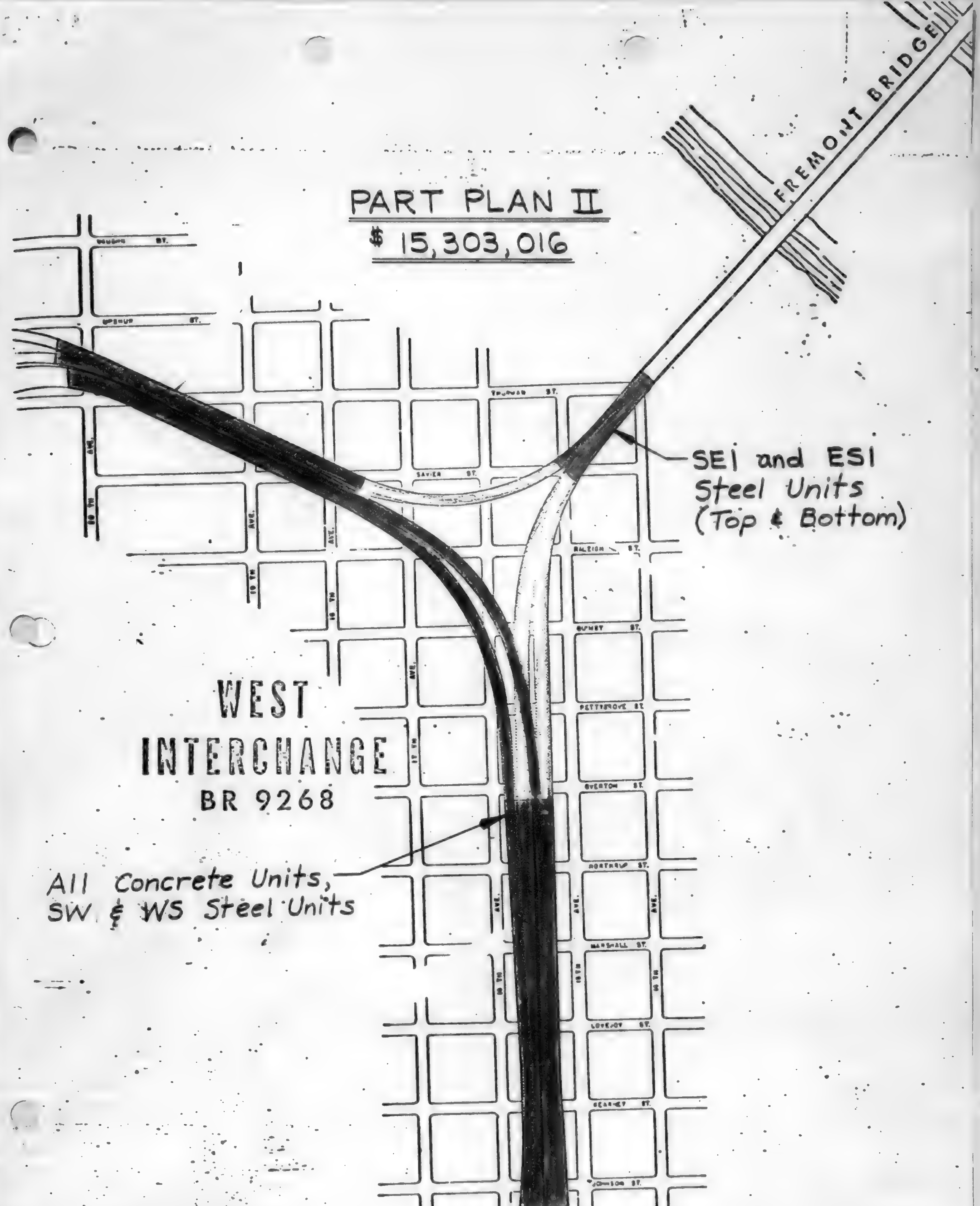
PART PLAN I

$ 16,000,868



PART PLAN II

$ 15,303,016



WEST INTERCHANGE

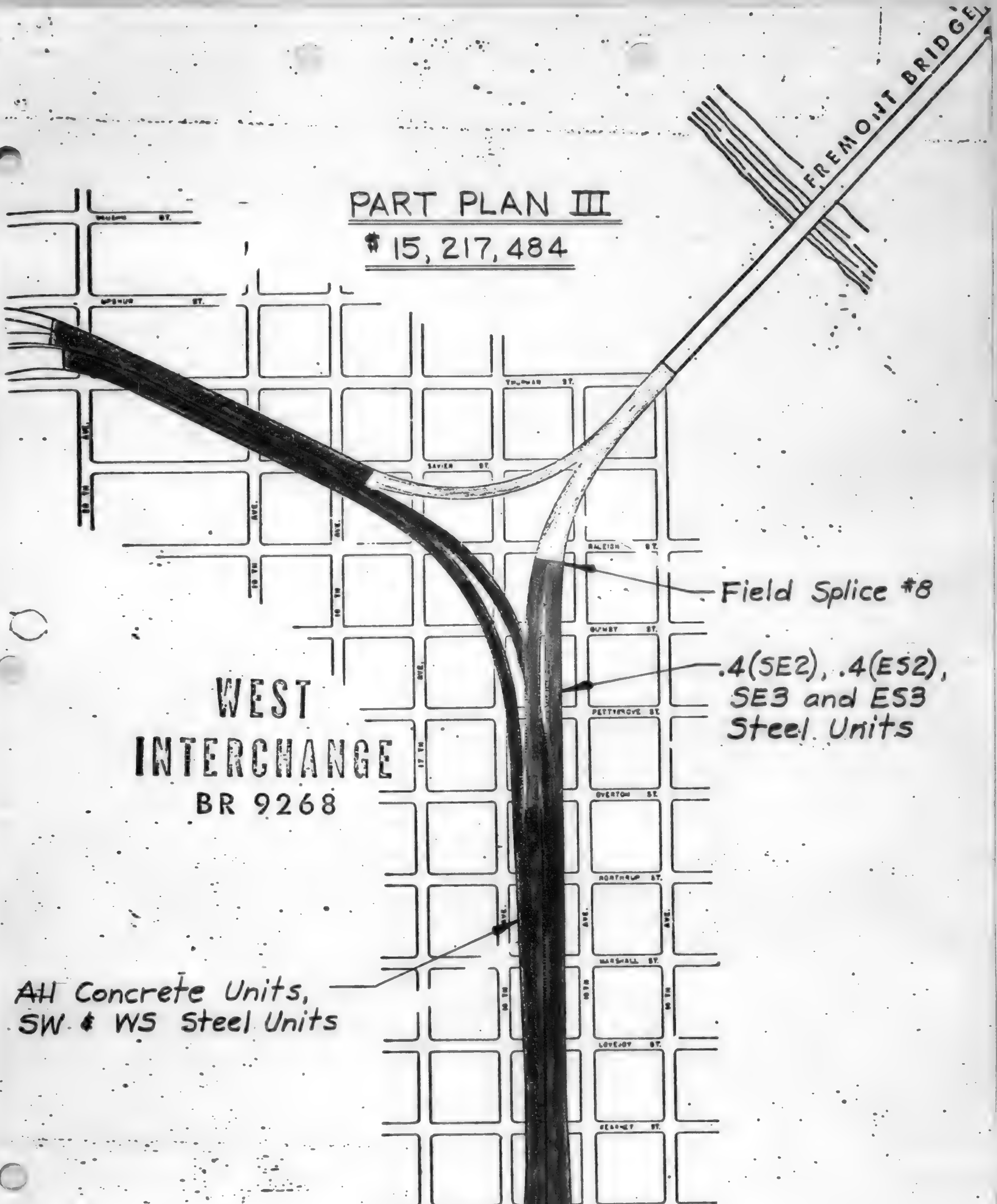
BR 9268

SE1 and ES1
Steel Units
(Top & Bottom)

All Concrete Units,
SW & WS Steel Units

PART PLAN III

$ 15, 217, 484



WEST INTERCHANGE

BR 9268

Field Splice #8

.4(SE2), .4(ES2), SE3 and ES3 Steel Units

All Concrete Units, SW & WS Steel Units

RECEIVED
JUL 9 - 1968

FOR FILING

I-405-8(20)303
7214

A

C
O
P
Y

July 2, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding program data for two Interstate Projects (utility adjustments), Items 543 and 544, which we desire to have included in the Federal-Aid Interstate Highway Program.

We hereby request your authorization to proceed with necessary preparatory work by the Utilities and Railroads involved. The amount to be obligated for preparatory work for each project is as follows:

Project	Estimated Preparatory Work Total Cost	 Federal Funds
I-205-7(13)300	$30,000	$27,000
I-405-8(20)303	$ 100	$ 92

Request for preparatory work authorization is being made for these projects to facilitate billings by Utility and Railroad Companies which have not accomplished their preparatory work prior to your approval of the above project. Those Utility and Railroad Companies having done prior preparatory work will continue to bill all of their preparatory work to the appropriate P.E. projects and will bill only the physical adjustment work to the above projects.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb
cc: Ted Litchfield
D. R. Hayden

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PRO

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-405 West Fremont Interchange 21 65	ADT	PRESENT 45,000	FUTURE 72,000 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Utility Adjustments 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AID I-405

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-405 West Fremont Interchange (N.W. Johnson St. to Willamette River in Portland)			
5					**ROW**					
5					**CONST** (CODE)			0.54	2,000	1,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.54	2,000	1,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 45,000	FUTURE 72,000 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 544 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 405-8(20) 7 13	I. Projects Only POST MI. 303 (24) (26)	DESIG. 27

COUNTY NAME Multnomah	CODE 051 (14) (16)			PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-405 (32)	STATE (36)	U.S. (37) I-405 (41)	

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Adjustment of utilities incl. prep. work. (Future interchange at W. end of Fremont Br. Basic 6-12' lane facility.)
0.54	2,000	1,800	200		ROW-200' Normal; Access Control-Full; Parking Restrictions-Complete.
0.54	2,000 (16) (23)	1,800 (24) (33)	200		

REMARKS Additional Data: Items 35A, 35C, 35D, and 493; Projects I-405-8(1),(3),(4) and (18). This project is being programmed to facilitate construction by early clearance of utilities.

USCOMM DUSCOMM-DC 48909-P61

RECEIVED

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-405-5(20)303
7214

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 3, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Div Engr, by R. H. Tokerud, Div Bridge Engr
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches

Your letter of February 29, 1968 transmitted steel box girder design data, prepared by your consultant, for our review and comments. We have examined the comprehensive analysis made for the evaluation of primary and secondary stresses in the box members and on this basis we find the design criteria satisfactory as proposed.

We note that on Sheet 6 of the calculations the center-to-center spacing of the 8-foot deep boxes does not agree with the overall roadway dimension. This will result in a small reduction of live load distribution to the girders.

NOTED
TOM EDWARDS

Copy rec'd 4-5-68
[illegible]

Young
4-9-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 4 - 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Projects
Muni - Portland
W. Fre. Int.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 29, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Attention: Roy H. Tokerud

Subject: Oregon Project - I-405-8(1)301
Fremont Bridge Approaches
Ref: 08-35.6

Dear Sir:

Please refer to your memorandum dated October 16, 1967, regarding preliminary approval for the preliminary plans of the Fremont Approaches. In this memorandum, items 1 and 2 indicated a reservation on certain items of design of the steel box girders and requested further material and design criteria from the consultant.

To resolve these reservations, the consultant has completely designed box girder series Unit 1-EW. Two copies of the design calculations are attached herewith. Also enclosed herewith are two copies of the consultant's letter of transmittal of the above-mentioned design calculations, dated February 23, 1968; two copies each of three pages of design criteria, which the consultant proposes to use for this portion of the structure design; two copies each of a letter of inter-office correspondence dated September 9, 1965; and 15 sheets of calculations for curve girder design dated August 6, 1965, by Jack Kopetz. The last-mentioned items are design criteria developed by the consultant on other projects of a similar nature. Also attached are 6 sheets of miscellaneous material.

At the present time, the State is reviewing the above-mentioned material. Will you please review the material and advise the State of your comments or any items which you believe should warrant further study in this design project.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Tom Edwards

RECEIVED
FEB 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1968
FOR FILE

FORM 2-30X—20M—7-66

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

I-405-8(20)303
7214

Salem, Oregon
February 8, 1968

SUBJECT: Programming Utility Work
West Fremont Interchange Section
Stadium Freeway
Multnomah County

To:

Mr. L. H. Young
Office Engineer
BUILDING

Please initiate the necessary program action for the following utility adjustments on subject section. These adjustments are based on preliminary estimates.

Utility Adjustment Costs:

City of Portland, Bureau of Water Work,	$2,000
Total	$2,000

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

JMC:fw

cc: F. B. Klaboe
R. N. Chase
V. L. Gallagher

RECEIVED
FEB - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN [illegible] 1968

FOR FILING

I-405-8(20)303
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1968

To: ~~MEMORANDUM~~ TO THE FILES

SUBJECT: Memo of Meeting
Bridge #9268
W. Fremont Interchange

A meeting was held on Thursday, December 28, 1967, at the Highway Building in Salem to discuss certain features of the West Fremont Interchange. Copies of a memorandum of this meeting, by Jack Kopetz of Howard, Needles, Tammen & Bergendoff, are on file under the date of January 2, 1968. At this meeting the consultants were requested to study the following items of geometry:

1. Provide four-12' lanes plus a 10' shoulder on the right and a 6' shoulder on the left for the EW and WE structure elements in the vicinity of 19th Street and extending westward into the proposed industrial freeway.

2. Determine the feasibility of providing ramps at 21st Avenue for on-traffic to the Stadium Freeway and off-traffic from the Fremont Bridge.

3. Revise grades on EW and WE to eliminate or reduce the rolling variation in grade and to reduce the maximum grade.

4. Revise grade on ES by raising the structure to provide a more uniform grade from the Fremont Bridge to Johnson Street.

5. Revise grades on SE, WS and SW to fit the ES, EW and WE and to reduce the roller coaster alignment insofar as possible.

At this meeting it was agreed by the State that either Mr. Edwards or the writer or possibly both would go to the Kansas City office of the consultant at such time as the above-mentioned items had been studied and when they were ready to report on these items.

The writer was in the office of the consultant on January 15 to discuss the above-mentioned requested study items. The consultant had

NOTED
TOM EDWARDS

revised the horizontal alignment to provide the 4-lanes in each direction with the 10' and 6' shoulder clearances, and to meet a future industrial freeway section which would have a 16' median. This horizontal alignment study was complete to the point that a plan of the proposal could be drawn; however, all of the co-ordinates of the horizontal curve control points had not been completed. The proposed alignment requires additional right of way in the block between 19th and 20th Street and between Thurman and Savier.

After studying the proposed horizontal alignment proposed by the consultant, I agreed that it was satisfactory and directed them to proceed with the design of the West Fremont Interchange.

The grade line problems that were laid in the consultant's lap on December 28, had been revised but were still not satisfactory. These were discussed in detail and methods for improving the grade lines considered and accepted by the consultant and myself; the consultant proposed that the changes would be made and revised grade lines submitted to the State by the end of this week for our approval. By tapering the depth of the concrete box girder spans in the area of 20th Street, vertical clearance over the existing street can be obtained. This is in line with the construction in the vicinity of Johnson Street, which also was very critical.

The consultants were advised that the State now proposes to prepare and award a contract for the section of the industrial freeway beginning at the westerly end of the Fremont approaches, in order that this work may be completed at the same time as the West Fremont approach. The State will prepare plans for grading, paving, etc. to get down to existing street level in the vicinity of 21st Street for inclusion in the approach contract, with the consultant preparing details of the retaining walls necessary adjacent to Thurman and Uphur Streets at 20th Street. This will provide the maximum utilization for the West Fremont approach, as traffic will be able to use the Stadium Freeway and the West Fremont approach as a connection to the industrial freeway section and the Lower Columbia River Highway. This will provide a flow of traffic from the Stadium Freeway to the Lower Columbia River Highway prior to the time that the main river spans and the East Fremont approach are completed and ready for traffic.

The consultant requested pavement elevations in 20th Street and Thurman Street, inasmuch as these will now become absolute controls for the grade extending westward towards 22nd Street, as there will be no ramp connections from 21st Street in the ultimate plan. This material will be obtained and sent to the consultant at the earliest possible time.

With the approval of the revised horizontal alignment, the consultant is now able to work on the entire West Fremont Interchange, and indicated that he would put as many men as possible on the job to complete it within his contract time or as soon thereafter as possible.

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards

Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301
Attn: Roy Tokerud

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

[illegible]
JAN 18 1968

FOR FILE

I-405-8(20)303
7214

January 17, 1968

6302

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Your File: 08-35-DA

Dear Sir:

This is in reply to your letter of January 8 concerning the West Fremont Interchange connection to the proposed Industrial Freeway. We wish to thank you for your prompt attention to and approval of our request for widening the connection to the Industrial Freeway to a width of 64 feet between curbs for each direction of travel.

We also are well aware of the extreme traffic load that has been indicated as being placed on the existing city street system. Extensive study is being made on this problem and we will have a solution for your consideration when the plans are developed for the Industrial Freeway. Preliminary investigation indicates that it will most certainly include consideration of all of the items indicated in the last paragraph of your letter.

Thank you again for your prompt approval of our request.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

RLSc:mp ja

Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 8, 1968
In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : O. W. Parsons, Division Engineer
Salem, Oregon

O. W. Parsons

SUBJECT: Oregon Project I-405-8(1)301
Weaving Section, West Fremont Interchange Connection to the Proposed Industrial Freeway
Howard, Needles, Tammen and Bergendoff, Consultant Engineers

Verbal approval was given on December 12, 1967 in a conversation between Mr. Edwards and Mr. Tokerud to increase the number of lanes on the West Freemont Interchange connection to the future Industrial Freeway. This letter is to confirm this approval and authorize you as of December 12, 1967 to proceed with negotiations with your consultant for the design changes necessary on the West Fremont Interchange unit and copies of the supplemental agreement should be furnished for our approval.

Members of your staff have asked us on an informal basis to review the weaving conditions in the above-mentioned section. Sketches and traffic data for the location were furnished the office by Mr. Schroeder.

Our review indicates that the weaving sections are under-designed and that both additional lanes and weaving length are required. Computations show that a width of 64 feet, including shoulder, and a length of approximately 2000 feet would be needed to perform the necessary movements.

It appears that a split interchange on the Industrial Freeway with with at least two lanes off and on into the Fremont Interchange should be considered. The 2840 vehicles per hour that desire access into this area certainly point to the complexity of study needed. Perhaps a collector distributor street for several blocks is a potential solution.

An extensive study of local streets, however, should be made to insure that they can handle the large volume of traffic entering and exiting the proposed facility. This study should include the possibility of access control, a progressive signal system, and the elimination of parking.

Schroeder
Copy - Young
Gen Files

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 26 1967

FOR FILING

I-405-8(20) 303
7214

STATE COPY

NOTED
L. PORTER

477 Cottage St. NE. - Salem OR 97301
December 14, 1967
08-35.6

Files

R. H. Tokerud, Bridge Engineer
Salem, Oregon

Oregon Project I-405-8(1)301
West Fremont Interchange
Preliminary Plans

I had discussion with Tom Edwards on December 11 and 12 concerning traffic conditions on the West Fremont Interchange ramps leading to the future Industrial Freeway as shown on the preliminary plans. The 2-lane ramps EW and SW merge into a single roadway which at its minimum width provides for only 3 lanes of traffic. The width then flares out again for connection to Upshur Street at 21st Street and to the Industrial Freeway. Using 1987 traffic some 1100 cars would have to weave across 1300 on this ramp in a length of only 590 feet according to the present layout. This obviously will not work. At the discussion with Tom Edwards on December 12, it was tentatively agreed that the minimum width on the single roadway portion of this ramp should be 64 feet to provide for 4 lanes plus shoulders. Since a proper weaving length will require that the single roadway continue beyond the end of the structure, the flares near the end of the structure ramp will be eliminated and the 64-foot width will be carried to the end of the structure ramp.

A similar problem exists with respect to incoming traffic. Accordingly, it was agreed that the width of ramp for incoming traffic from the end of the structure to near the point of divergence of roadways WS and WE should be held to a constant 64 feet.

These revisions in ramp widths will involve considerable study and reworking of alignment, grade lines, clearances, and bent location. There may be some right of way complications also.

Copies of sketches A, B, and C are attached showing traffic movements and alternate schemes to be studied. The consultant has been advised to hold up design on this portion of the West Fremont Interchange.

Enclosures
Sketches

cc:
OSHD
Region
Bridge

Copy - [illegible] [illegible] Young 12-26-67

NOTED
TOM EDWARDS

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-405-8(20)303

DATE: November 28, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7214/21

FROM : G. R. Brocks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Preliminary Plans

Reference is made to Mr. Merchant's letter of November 13, 1967 transmitting two sets of revised preliminary plans for the West Fremont Bridge Approaches and Mr. Edwards' letter of November 21, 1967.

The revised preliminary plans for the West Fremont Bridge Approach are approved with the understanding that the items covered in Mr. Edwards' November 21 letter will be considered and revisions made where appropriate. We offer the following further comments:

1. With respect to the lighting requirements discussed in Item 6 of Mr. Edwards' November 21 letter, we assume that the comments are also applicable to the main river spans and that coordination between the two projects is being accomplished.

2. We note that the typical sections on the plans include roadway widths of 46 feet (sheet 3) and 58 feet (sheet 4). These widths do not seem to be applicable to any of the roadways as revised. On the other hand, typical sections are not shown for the 38-foot and 64-foot roadways as proposed for the southerly approach of the East and West Fremont Interchanges, respectively.

3. Although we have not checked the plan dimensions in any detail, we did note an apparent discrepancy in span length between Piers 2 and 3 of the EW line. The dimensions on sheets 7 and 17 indicate a span length of 170 feet while the stationing and also sheet 18 show the WE line span length to be 166 feet.

4. On sheet 56 the signs for the lower roadway near the gore point at Station WS 380+25 should be repositioned over the appropriate lanes.

5. The plans show three signs for the upper deck traffic at Station EW 370+20 in advance of the gore point. We believe the number of signs at this location should be limited to two.

Copy to [illegible]
[illegible]
([illegible])
Copy to
B. Leistin
11-29-67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 15 1967

FORM 2-125
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

Const
Prog
Main 2 Portland

N Fremont —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

Re: East & West Fremont Br. Approaches
Preliminary Plans & Preliminary
Design Studies
Bridges No. 8958 & 9268
FAP No. I-405-8(1)301
Howard, Needles, Tammen &
Bergendoff Engineering Agreement

I am transmitting two sets of our consultant's preliminary design studies for the West Approach Interchange to the Fremont Bridge. These plans have been revised to indicate the revised roadway widths per our instructions to the consultant August 31, 1967. These are forwarded you for your review and comment. I would appreciate the results of your study at the earliest practical date.

I am also enclosing a copy of our consultant's letter of October 31, 1967, wherein he indicates that East Approach Interchange preliminary studies will be completed as soon as he has our comments on the West Approach studies.

Very truly yours,

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
NOV 22 1967

~~FOR FILING~~

I-405-8(20)303
7214

November 21, 1967

[illegible]
[illegible]
[illegible] of Public Roads
[illegible]
[illegible], Oregon

6104

Re: Oregon Project I-405-8(1)303
[illegible]
[illegible]

Your file: [illegible]

Dear Sir:

Reply is made to your letter of [illegible]. We answer your questions in [illegible].

1. [illegible] your letter of [illegible].

2. [illegible]

3. [illegible]

4. [illegible] to (a) [illegible], (b) [illegible], and (c) [illegible].

5. We are not in [illegible] shoulders. The [illegible] the [illegible] will [illegible] suggest that the [illegible] the [illegible], it [illegible]

6. Design criteria of 2.5 foot candles initial may be slightly high. I quote, however, from pages 35 and 36 of the Special [illegible] Traffic Safety Committee Report dated February, 1967:

> "...However, there are critical locations such as weaving areas, exit and entrance ramps, and junctions that should be identified and illuminated with adequate lighting..."

The high volumes to which this structure will be subjected, together with the weaving and the number of gore areas needing [illegible] as outlined in Item 4, would indicate a lighting need in excess of the [illegible] foot candles. Previous discussion with your office indicated acceptability of [illegible] foot candles and we are so advising the consultant.

7. In [illegible] bility of [illegible] feet. Due to the [illegible] out this interchange [illegible] 50-foot [illegible] roadway at a higher level. [illegible]

8. [illegible] the consultant of your thoughts [illegible] deck lighting. [illegible] solution.

9. We will require test piling to [illegible] allowable pile loads.

10. We will (and did, in fact) stress in our discussion with the consultant a need of [illegible] control. I am sure this will be taken care of.

11. We are advising the consultant by a copy of this letter of the apparent omission of [illegible] in Item III G.3.a. of the design criteria.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom [illegible]
[illegible]

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

TE:ja

cc [illegible]
[illegible]

RECEIVED
NOV 15 1967
FOR FILING
I-405-8(20)303
7214

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

G R Brooks

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Preliminary Engineering

In confirmation of our verbal advice you were authorized to proceed with the preparation of construction plans (PS&E) phase of the Fremont Bridge Approach section of the subject project effective October 16, 1967. Our October 16 memorandum approved, with stipulations, the preliminary plans of the Consultant: Howard, Needles, Tammen and Bergendoff.

NOTED
F. B. KLABOE

11-14-67

REFERRED TO
Edwards - Young
By Asst. State Hwy. Engr

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1967

SUBJECT: Lighting Plans
Fremont Bridge Approaches
I-405 - Portland

To: Ivan Merchant
Bridge Engineer
BUILDING

As requested, we have reviewed the consultant's lighting plans for the above project. Although, because of illness, Merle Bailey has been unable to give these plans a detailed review, the plans appear to follow the criteria established in my letter of May 17.

The Bureau's letter raises several points concerning this design. Our comments on the numbered items in the letter are:

6. The 2.5 average initial foot-candles of roadway illumination is admittedly higher than recommended in the AASHO Lighting Guide and BPR IM 40-2-65. However, the Marquam Bridge had average initial value ranging from 1.0 to 1.3. The resulting light is not sufficient for optimum operation. The Fremont Bridge has operating characteristics very similar to the Marquam. Therefore, we have specified the higher foot-candle value.
7. Consideration was given to mounting heights in excess of 30 feet when the design criteria were established. However, this relatively short section would be the only portion of the Portland freeway loop with the higher mounting heights. For uniformity and for simplicity of maintenance, it was deemed advisable to retain the 30-foot mounting height.
8. We, too, are somewhat concerned about the possibility of objectionable glare from the 400-watt mercury-vapor floodlight units proposed for underdeck lighting. It is requested that the consultant furnish catalog material, cutoff limits, etc. for this unit.

L. E. G.

L. E. George
Assistant Traffic Engineer

RECEIVED
BRIDGE DIVISION
OCT 23 1967
7,8,9,10,11,12,1,2,3,4,5,6 PM

VPJ:ji
Attachments

OCT 24 1967

Const

Proj

Muni-Port

W Fremont

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 16, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301, Fremont Bridge Approaches
Preliminary Plans

The preliminary plans and design report submitted with your letter of September 8, 1967 have been reviewed and approval is hereby given for the recommended Alternate A span arrangement with Type I structure and Type F piers, as defined on page 14 of the design report. This approval is subject to the making of necessary revisions to accommodate the increased shoulder widths previously approved, and subject to consideration of the following comments:

1. It is noted that the Design Criteria for the proposed steel box girders is substantially the same as that prepared for AASHO under the direction of Mr. Fountain of U. S. Steel. In the Criteria drafted for AASHO, there is a limitation as to the spacing between cells, which has been exceeded in the proposed design. The commentary accompanying the AASHO Criteria contains the following:

"These limitations are necessary because the provisions of the Criteria concerning lateral distribution of loads, secondary bending stresses, and the effectiveness of the bottom flange plate are based on an extensive study of the box girder bridges the proportions of which conform to these limitations. The extent to which conclusions drawn from this study are valid for box girder bridges not conforming to the specified limitations is uncertain. Hence, bridges which do not conform should be studied using one of the available methods of structural analysis."

2. In this regard we note that the consultant has not used the provisions for laterial distribution of live load contained in the AASHO Criteria. In addition, we believe that further evaluation of secondary bending stresses and the stresses involved in the design of the bottom flange is warranted before approving the Criteria for design of the steel boxes proposed for this project.

(more)

Edwards
Merchant
Young 10-18-67

10-23-67
Morgan

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. It is noted that with the full width shoulders some spans, if loaded in accordance with AASHO Article 1.2.6, will be designed for two more traffic lanes than would normally be on the roadway. For example, the 4-lane section with 68-foot roadway would be designed for 6 lanes of live load. We believe 5 lanes would be more appropriate and recommend that the number of design lanes not exceed the number of normal travel lanes by more than one for the various roadway widths.

4. As previously discussed, we believe the design should include some type of energy-absorbing impact devices at the gore points. To permit a proper installation it appears that longer gore areas may have to be provided than now shown on the plans.

5. As previously suggested we recommend that some rumble concept or other means be provided to delineate and separate the travel lane from the shoulder area. With the full width shoulder and curving ramps we believe special measures are warranted to prevent general use of the shoulder area. The positive treatment would also alert the wandering driver.

6. The design criterion of 2.5 average initial foot candles of roadway illumination is considerably higher than recommended values in the AASHO Lighting Guide and BPR IM 40-2-65 of up to 1.2 initial foot candles. On long structures lighting levels somewhat higher than 1.2 may be justified for reasons of safety and policing. Use of a lighting level somewhat above 1.2 foot candles may be justified, but satisfactory documentation would be required to support this higher level.

7. We recommend that study be given to the possibility of using a mounting height greater than 30 feet for pole-mounted luminaires. It would be desirable to evaluate the comparative costs and lighting results from higher mountings. In this regard, the use of longer pole spacing and possibly the staggering of poles in certain areas should be considered.

8. We are concerned with the possibility of objectionable glare from the 400-watt mercury floodlights proposed for underdeck lighting. It seems preferable to use conventional mercury roadway luminaires for these locations, possibly restricted to not more than 250 watts. The design criteria indicates that a mounting height of at least 24 feet can be secured, and the lower wattage luminaires should be properly spaced to secure adequate levels and uniformity of illumination.

(more)

9. We note the proposal on page 9 of the report to use H piles with combination end bearing and side friction. We recommend that some test piles be driven and test-loaded as justification for such assumption and also to establish allowable pile loads.

10. The hinge and expansion joint details shown on Sheet 6 do not indicate any water stops or troughs. If such type of joints are to be used, some provision should be made to intercept the water, particularly at the upper deck level.

11. In item III G.3.d. of the Design Criteria for steel girders, the term $\pi/2$ appears to have been omitted from the equation for bottom flange stress. It should be inserted in the equation so as to read "sin $\pi/2$".

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1967

FOR FILE

Const

Proj

[illegible]

Salem, Oregon 97310
September 21, 1967

Mr. [illegible] D. Morgan
Construction Engineer
BUILDING

W. Fremont Interch

(1973)

I enclose a copy of a list of items that we will need for presentation to the Bureau of Public Roads concerning acquisition of air easements for the West and East Fremont Interchanges.

Please begin assembling all the information listed under item 2, (a)—(g). Mr. Sollis will handle those items listed under (h)—(j).

If you need any further information, please confer with Mr. Sollis who appears to be well acquainted with the requirements.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

Att.

cc: Victor D. Wolfe

The following requirements must be met to have the air easements on the Spokane, Portland & Seattle Railway Company and Union Pacific Railroad Company files approved by the Bureau of Public Roads in Washington:

1. Send 3 sets of everything that we submit.
2. Submit a right of way map that shows the following: [illegible]
   - (a) The area taken from the Railroad. UP & SP&S
   - (b) The actual edge of the bridge structure. UP & SP&S Bridge ✓
   - (c) The actual restriction of use areas outside the right of way. Scott –
   - (d) Set out the piers to scale on the right of way map. Bridge ✓
   - (e) On the S. P. & S. Rwy. files show ~~the~~ to scale where the building is cut off. [illegible] Bridge ?
   - (f) On the S. P. & S. Rwy. files show where no access is allowed. Scott.
   - (g) A drawing of a vertical plan for the bridge showing the dimension above ground on both files. Bridge ←
   - (h) In attachment 3 to PPM 80-5, Item No. 22, be sure and answer the 4 or 5 questions under this Item.

(i) Show how much is being saved by easement instead of buying the fee and access control at ground level.

(j) Be sure and meet any other conditions set out in PPM 80-5.

R[illegible]
OCT 25 1967
FOR [illegible]

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 17, 1967

In reply refer to: 08-35-EC

I-405-8(20)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7214

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Supplement No. 1 to H.N.T.& B. Consultant Agreement

Mr. Edwards' October 3, 1967 letter submitted Supplement No. 1, providing for shoulder widening, to the Howard, Needles, Tammen and Bergendoff Engineering Agreement dated March 14, 1967. We approved the original agreement with our September 8, 1967 memorandum.

We hereby approve Supplement No. 1 as submitted. This supplement will increase the lump-sum fee by $20,000 resulting in a total lump-sum fee of $84,000.

This supplement also provides for an adjustment in time of completion which is in apparent conflict with your schedule of bid openings dated October 6, 1967.

You are authorized to proceed with the work effective today.

Please submit three copies of the executed supplemental agreement for our files.

10-18-67

Edwards
Merchant
Morgan
Young

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 8 1967

FOR FILING

I-405-8(1)323

7314

Edwards

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 4, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

15920

SUBJECT: Oregon Project I-405-8(1)301
Fremont Interchange
Structure Widths

[illegible]

The roadway widths as proposed in your submission of June 22 have been reviewed and are approved subject to the following:

1. The SW ramp on the East Fremont Interchange is considered to consist of a single through lane plus an auxiliary climbing lane and it is necessarily restricted to a single lane at the merging end. Under these conditions we will approve a 34-foot roadway for this ramp, rather than the 40-foot width proposed.

2. For all single-lane ramps we will approve a 26-foot roadway, rather than the proposed 28-foot roadway. The 26 feet is the standard width you have been using for single-lane ramps not on structures.

3. Where roadways fork on the structure, consideration should be given to providing neutral areas in advance of the nose (for example, the SW and SE line fork has a limited neutral area where the roadways curve in opposite directions). Current practice should be liberalized with greater offset to structural elements such as bridge rails and a greater distance provided between the actual point at which the travel lanes separate. In addition, we recommend the use of some impact absorbing devices now being developed as previously discussed with your people.

4. Careful analysis should be given to lane designation in the area south of the merge of the ES and WS lines in the West Fremont Interchange.

5. Added shoulder width for the EW and SW ramps could tend to restrict the merging distance necessary for access from the Stadium Freeway to Upshur Street because of grade restrictions. This feature should also be considered.

Merchant — Shld widths have they approved? R/W to consultant

Copy - Young [illegible]

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6. As previously discussed with your people and the consultants, we strongly recommend that some type of treatment be provided to identify and delineate the wide shoulders, and which will discourage the use of the shoulders as a driving lane. We have requested further information on this from our Washington office.

In view of the complexity of the interchanges, we feel that consideration of items 3 through 6 might enhance the safety of the freeway. Peak operational traffic problems that could be aggravated by added shoulder width could also create some additional safety hazards. We therefore recommend that you give these items further study.

RECEIVED
AUG 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUN 26 1967

FOR FILING

Const
Br.
Muni-P. [illegible]

June 22, 1967

W. Fremont
app

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Attached are two sets of prints of the upper and lower deck approach ramp complexes to the Fremont Bridge. On these prints we have delineated shoulders in red and green. The green represents a standard six-foot shoulder, the red represents a standard 10-foot shoulder. These have been studied as to traffic operation, weaves, merges, et cetera.

We had previously made requests for full width shoulders on these approaches, which were denied by the Bureau for the reason that the shoulder widths on the Fremont Bridge itself were only four and seven feet. With the reversal of that decision to provide ten-foot shoulders, it becomes highly appropriate that the connecting roadways be built in conformance with the standard design.

We have examined very carefully the proposed pier location as set forth in the presentation made by the design consultant. We find only minor need for adjustment of the chosen locations and believe that only minor design cost changes will accrue.

We feel very strongly that, inasmuch as these are freeway elements rather than acceleration or deceleration lanes, the principles of full shoulder widths should apply. May we have your early decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

TE:ja

Enc. (2)

RECEIVED
JUN 13 1967

~~FOR FILING~~
I-405-4(20)303
7214

A

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1967

SUBJECT: East and West Fremont Interchanges
Stadium Freeway
Multnomah County

To:

Mr. Ivan Merchant
Bridge Engineer
Building

Reference is made to the recent meeting in Mr. Edwards' office with representatives of the consultant on subject project.

Six points were brought up by the consultants where revisions in existing street patterns might make their designs more economical, practical, or esthetically preferable. These were forwarded to the Metropolitan Division for their comments and right of way cost estimates where appropriate. Attached are copies of their comments with estimates indicated.

Any street change would need to be approved by the City. I would presume that these suggested street moves would not tend to increase safety or the esthetics from the street level, and would need to be carefully examined and overwhelmingly justified before serious consideration would be given to other than the minor changes in the East Fremont Interchange.

F.D. Morgan
Construction Engineer

By A D Olson
A.D. Olson
Urban Engineer

ADO:jr
Enclosure

cc: F.B. Klaboe ✓

RECEIVED
JUN 12 1967
OFFICE OF
[illegible]

FORM E-90 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

June 7, 1967

SUBJECT: East & West Fremont Interchange
Stadium Freeway
Prefix: 26-1973

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. A. D. Olson

As requested by Mr. Olson, I have asked for right-of-way estimates on three locations where our consultants suggest street changes. These are locations numbered 1, 2 and 4 in your letter dated May 11, 1967.

Location No. 1 - N. W. Savier Street between 17th and 18th Avenues
Estimate = $30,000

Location No. 2 - N. W. Savier Street between 15th and 16th Avenues
Estimate = $77,000

Location No. 4 - Monroe Street west of Mississippi Avenue
Estimate = $18,000

Attached are sketches showing the area included in each estimate.

A. E. Johnson
Metropolitan Engineer

By A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosures

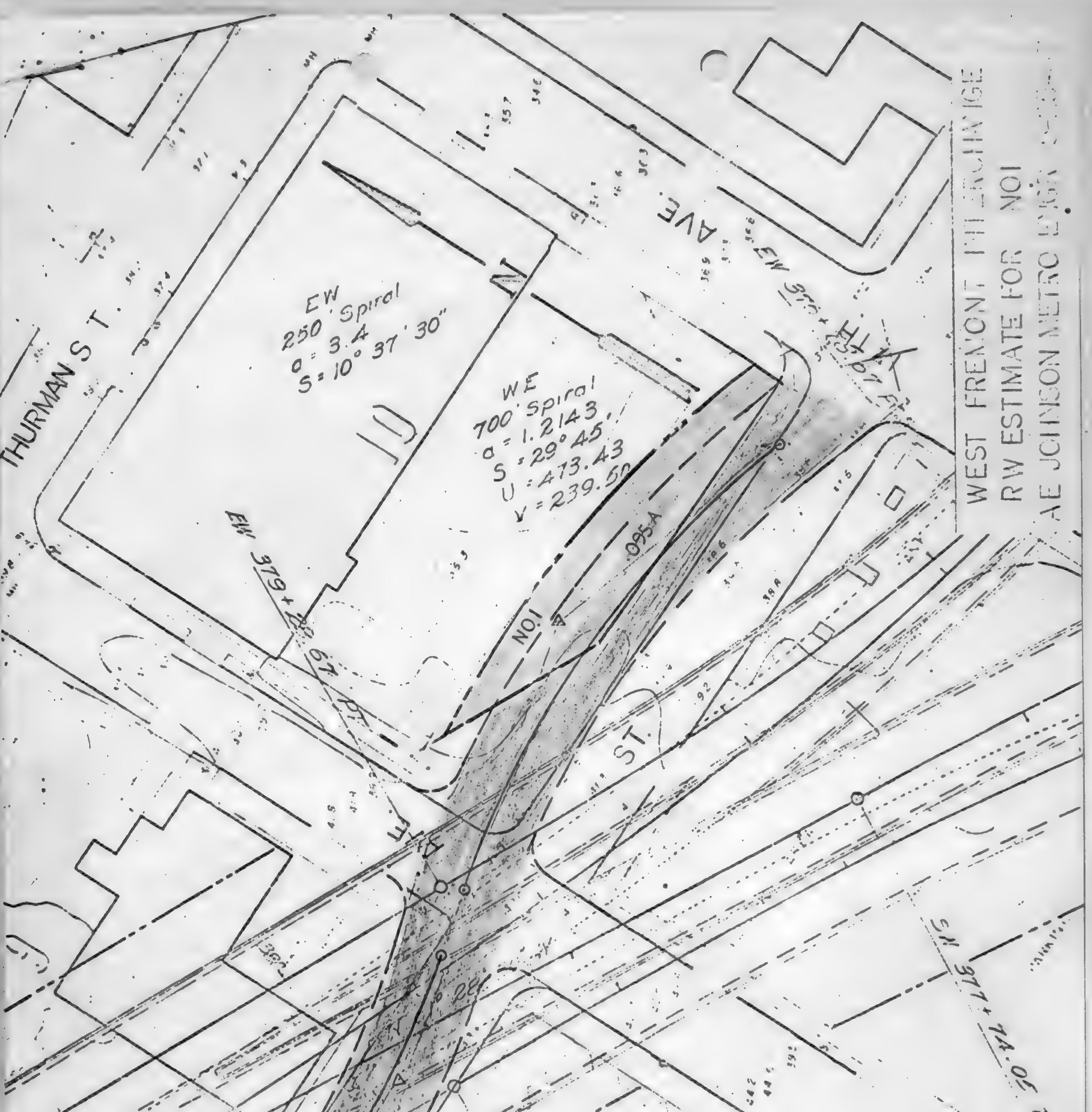
cc J. H. Versteeg

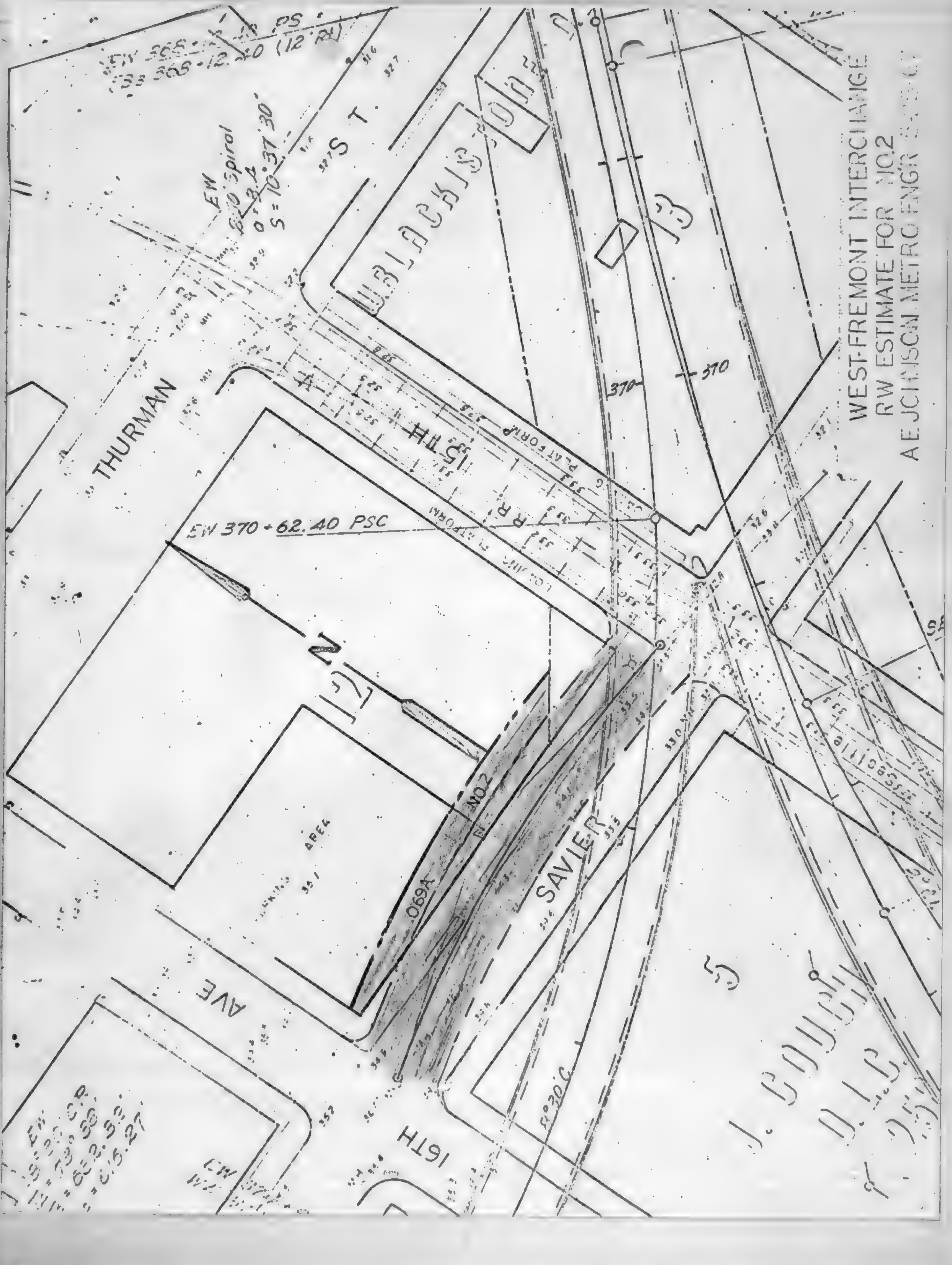
Routing E

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
| Olson

RECEIVED
JUN 8 1967
CONSTRUCTION DIVISION


WEST FREMONT INTERCHANGE
RW ESTIMATE FOR NO1
AE JOHNSON METRO ENGR.
THURMAN ST.
AVE.
18TH
NW SAVIER
ST.
EW
250' Spiral
a = 3.4
S = 10° 37' 30"
WE
700' Spiral
a = 1.2143
S = 29° 45'
U = 473.43
V = 239.50
095-A
NO.1
EW 379+26.67 PT
EW 376+
377+74.05 PT
WE
PC
PT
N



WEST-FREMONT INTERCHANGE
RW ESTIMATE FOR NO.2
A E JOHNSON METRO ENGR

FORM K-10 10M 5-65 SP*8470-734

Routing
Morgan
Decker
Ferbon
Walker
Swen
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 2? 1967
CONSTRUCTION
DIVISION

Portland, Oregon 97213
May 19, 1967

SUBJECT: East and West Fremont
Interchanges
Stadium Freeway
Prefix: 26-1973

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. A. D. Olson

Please refer to your letter of May 11, 1967 suggesting several street changes to facilitate placement of bridge columns. We have reviewed these plans and have the following comments on acceptability. Each location will be discussed in the same numerical order used in your letter.

Const cost refers to street revision work, ADO.

West Fremont:

Item 1 — Moving Savier north between 17th and 19th involves storage for a steel working plant which appears crowded. Reducing their yard space would probably involve heavy damage to the remaining plant.

R/W 30,000
Const 15,000
$ 45,000

Item 2 — Moving Savier north between 15th and 16th cuts off the truck back-in space to a loading dock for the Olympic Brewing Company warehouse. The plant probably could not operate without this loading space. Right of way would be very expensive.

R/W 77,000
Const 9,000
$ 86,000

Item 3 — Moving 16th Street east from Pettygrove to Savier would probably present no problem. We already own the land and the building will be demolished.

Const. $54,000

East Fremont:

Item 4 — We have a commitment to the property owner to keep access open to his loading doors on Monroe Street. See attached letter and sketch. He cannot use Mississippi because of setback requirements. This would involve purchase of access for a cabinet shop, making the building useless.

R/W $18,000
No Const
$ 18,000

requested R/W estimates on 1, 2 & 4.
5/24/67 ADO.

Brought up 6/7/67
ADO.

Item 5 — Albina cannot be moved very far easterly because of existing columns on the Fremont structure. Columns clear the present curb approximately 10 feet. The City would probably resist closing Albina between Graham and Stanton.

Minor $

Item 6 -- There should be no problem in moving Graham southerly at Interstate, as we own the right of way. This gets into a high cut and sight distance along Interstate would have to be considered.

minor $

I have checked the utility mpas and no large sewers or water mains would be involved in any of the proposed changes. All street changes would have to be cleared with the City of Portland.

A. E. Johnson
Metropolitan Engineer

By A.V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

cc J. H. Versteeg

RECEIVED
APR 13 1967

FORM E-30X—50M—8-66 SP*23500-734

[illegible]

I-405-8(20) 303
7214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1967

To: MEMORANDUM TO THE FILE

SUBJECT: East and West Approaches
Fremont Bridge
Brs. Nos. 8958, 9268

On this date, Messrs. Bleistein of the Seattle office of Howard, Needles, Tammen & Bergendoff and Jones of their Kansas City office, were in the office to discuss general items on their engineering contract for the east and west Fremont approaches.

Material as indicated by the attached list, was handed to Mr. Jones for transmittal to Kansas City. They were informed that the grade lines on the East Fremont approach and alignment and grade lines on the west Fremont approach would be complete some time this week, at which time, they will be sent reproducible copies.

Mr. Jones is the foundation engineer for the consultant and desired a meeting with W. C. Hill on the work that had been done and information on the foundation investigation to be made by a consultant of their choice on additional foundation work. Mr. Hill left for Portland with them to go over the project.

Ivan D. Merchant
Bridge Engineer

NOTED
T. EDWARDS

IDM:mb
cc: Mr. Tom Edwards

RECEIVED
APR 3 - 1967

FOR FILING
I-405-3(20)363
7214

MARCH 31, 1967

MR R L PORTER

RE: WEST END OF FREMONT BRIDGE
STADIUM FREEWAY
MULTNOMAH COUNTY

AT YOUR REQUEST I HAVE FOUND THE FOLLOWING NOTATION IN MY DIARY REGARDING THE CONNECTION FROM 14TH AND THURMAN ACROSS SP+S AND PTRR TRACKS TO FRONT STREET FOLLOWING A MEETING WITH H.F. MOY OF SP+S ON JANUARY 21, 1964:

> "WENT OVER FRONT AVE + 14TH ST PROBLEM - MOY DOESN'T LIKE CROSSING SOUTH OF PRESENT CROSSING - SAYS NORTH MIGHT BE BETTER - PIER LOCATION AT 14TH + THURMAN BLOCKS SIGHT DISTANCE."

RECEIVED
SEP 12 1966
FOR FILING

I 405-5([illegible])-3
7214

Sheet 1

WEST FREMONT INTERCHANGE MULTNOMAH
WOOD JUNE 28, 1966 Bridge No. 9268

Estimated Construction Cost

($505{,}000^{\square'}$ roadway @ approx. $^{\$}18$) $ 9,000,000

Estimated Payroll Cost

1. Preliminary design & cost estimate
   4,100 man-hours @ 5^{30} = $ 21,730
2. Final design & working drawings
   21,100 man-hours @ 5^{30} = $ 111,830
3. Construction specifications
   880 man-hours @ 5^{30} = $ 4,664
4. Construction cost estimate
   290 man-hours @ 5^{30} = $ 1,537
5. Checking shop drawings
   2,920 man-hours @ 5^{30} = $ 15,476

$ 155,237

Estimated Foundation Investigation

1. Drilling (In addition to holes already drilled)
   20 borings @ 50' @ $^{\$}12$ per ft. = $ 12,000
2. Report
   300 man-hours @ 5^{30} = $ 1,590

$ 13,590

WEST FREMONT INTERCHANGE County MULTNOMAH
WOOD JULY 21, 1966 Bridge No. 9268

Estimated Payroll Burden & Fringe Cost

155,237 x 20% = $31,047

Estimated General Overhead

155,237 x 80% = $124,190

Estimated Profit

310,474 x 15% = $46,571

↑(155,237 + 31,047 + 124,190)

3

MULTNOMAH

EAST FREMONT INTERCHANGE

WOOD .... Date JUNE 29, 1966 Bridge No. 8958

Estimated Construction Cost

(560,290□' roadway @ approx. $^{\$}18^{50}$) $10,350,000

Estimated Payroll Cost

1. Preliminary design & cost estimate
   4,700 man-hours @ 5^{30} = $24,910
2. Final design & working drawings
   24,200 man-hours @ 5^{30} = $128,260
3. Construction specifications
   1,000 man-hours @ 5^{30} = $ 5,300
4. Construction cost estimate
   336 man-hours @ 5^{30} = $ 1,780
5. Checking shop drawings
   3,360 man-hours @ 5^{30} = $17,800

$ 178,050

Estimated Foundation Investigation

1. Drilling
   20 borings @ 50' @ $12 per ft. = $12,000
2. Report
   300 man-hours @ 5^{30} = 1,590

$ 13,590

4

EAST FREMONT INTERCHANGE MULT

WOOD JULY 21, 1966 8958

Estimated Payroll Burden & Fringe Cost

178,050 × 20% = $35,610

Estimated General Overhead

178,050 × 80% = $142,440

Estimated Profit

356,100 × 15% = $53,415

(178,050 + 35,610 + 142,440)

5

FREMONT BRIDGE County MULTNOMAH
WOOD JULY 11, 1966 Bridge No. 2529
(Sta. 342+15 to Sta. 371+60)

Estimated Construction Cost

(From consultants report) $18,220,000

Estimated Payroll Cost

1. Preliminary design & cost estimate
8,300 man-hours @ 5^{30} = $43,990

2. Final design & working drawings
42,600 man-hours @ 5^{30} = $225,780 $405,000±

3. Construction specifications
1,770 man-hours @ 5^{30} = $ 9,381 $16850±

4. Construction cost estimate
590 man-hours @ 5^{30} = $ 3,127 5640±

✓5. Checking shop drawings
5,920 man-hours @ 5^{30} = $31,376 56400.±

269664 $313,654

Foundation Investigation & Report Completed $____

Estimated Extraordinary Expense (Constr. Consultant)

Salary	-	$48,000
Expenses	-	$10,000
Travel	-	$2,000
		$60,000

6

FREMONT BRIDGE
WOOD

JULY 21, 1966

MULT.
2529

Estimated Payroll Burden & Fringe Cost

269666 ~~313,~~654 x 20% = $ 62,731 53933

Estimated General Overhead

~~313,~~654 x 80% = $ 250,923 215,731

Estimated Profit

599328 ~~687,~~308 x 15% = $ ~~103,096~~ 89899

(~~313,654 + 62,731 + 250,923~~ + 60,000) 599328 ~~689227~~
269 53933 215731

689227

4 Land holes Check 20000

Computer time

1

WEST FREMONT INTERCHANGE County MULT
WOOD Date JULY 21, 1966 Bridge No. 9268

COST ESTIMATE SUMMARY

Construction Cost		$ 9,000,000
Engineering Cost		
Payroll Cost	$ 155,237	
Payroll Burden & Fringe Cost	31,047	
General Overhead	124,190	
Profit	46,571	
		$ 357,045
Foundation Investigation		$ 13,590
Total		$ 370,635

2

EAST FREMONT INTERCHANGE MULT.

WOOD JULY 21, 1966 8958

COST ESTIMATE SUMMARY

Construction Cost		$10,350,000
Engineering Cost		
Payroll Cost	$178,050	
Payroll Burden & Fringe Cost	35,610	
General Overhead	142,440	
Profit	53,415	
		$409,515
Foundation Investigation		$13,590
	Total	$423,105

3

FREMONT BRIDGE — County MULT.

WOOD — JULY 21, 1966 — Bridge No. 2529

COST ESTIMATE SUMMARY

Construction Cost		$18,220,000
Engineering Cost		
Payroll Cost	$313,654	
Payroll Burden & Fringe Cost	62,731	
Extra Ordinary Expense	60,000	
General Overhead	250,923	
Profit	103,096	
		$790,404
Foundation Investigation Completed		—
	Total	$790,404

FREMONT BRIDGE & INTERCHANGES Mult.

WOOD Date JULY 25, 1966 Bridge No. 9268, 8958 2529

West Fremont Interchange	-	$370,635
Fremont Bridge	-	790,404
East Fremont Interchange	-	423,105

Total Estimated Consultant Cost = $1,584,144

RECEIVED
JUN 29 1966

F-405-8(20) 303
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1966

To: Mr. C. H. Haigen
Controller
Accounting Division
BUILDING

SUBJECT: Demolition Project
Clearing Lots 1, 4, 5, 6 & 7,
Block 13, Watson's Addition,
Portland, Oregon

We are attaching a bill from John L. Jersey & Son, Inc. for the demolition contract authorized by the Highway Commission at the April 21, 1966 meeting. Also attached is the Wage Certification and a copy of the contract. This contract has now been completed.

W. H. HASKIN
Property Manager

jlc
Attach.
cc: Mr. Floyd Query
Mr. H. V. Jackson

RECEIVED
MAR 1 - 1966
FOR FILING

Const
Projects
Muni-Portland

W. Fremont Int.

February 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to PR-1 form for Item I-35C, Fremont Bridge-S.W. 14th Ave. Section, Project No. I-405-8(3)304 of the Pacific Highway in Multnomah County.

We hereby request the following be added to the "Character of Proposed Work":

> Add: Building removal and demolition by State contracts, right-of-way item.

The work proposed at this time is removal and demolition of buildings in the N. Fremont Interchange area. This removal work will be by contract on an individual parcel basis to keep the contracts small and utilize contractors with relatively small work forces.

We are sending three copies of estimate and sketch map.

Properties involved at this time are:

Prefix	File	Name	Amount
646-2543	35490	Stein	$10,000
646-2543	36115	Hodgson	10,000
			$20,000

	Present	Removal Work	Proposed
Estimated Total Project Cost	$16,469,869	$20,000	$16,469,869
Federal Funds	15,200,000	18,000	15,218,000
State Funds	1,269,869	2,000	1,271,869

Authorization to proceed is requested as we wish to proceed with the work.

A revised project agreement estimate will be furnished after award of contracts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb
cc: Mr. D. H. Moehring
Mr. W. H. Huskin
Mr. R. H. Chase

RECEIVED
MAR 14 1966

FOR FILING

I-405-8(20)303

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7214

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: March 9, 1966

In reply refer to: 08-35.EC/710.11
X-ref: I-405-8(3)302
X-ref: I-405-8(4)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Federal-aid Interstate Highway Program

Mr. Young's February 25 letters requested minor program changes to the following projects on the subject program. We hereby approve addition of clearing of improvements as right of way work effective this date.

Item	Project	Location	Work
35C	I-405-8(3)302	Fremont Bridge-SW 14th	ROW & Clear
35D	I-405-8(4)303	Fremont Bridge Section	ROW & Clear

You are also authorized to proceed with any demolition work which is to be accomplished substantially in advance of construction to prevent development of a public nuisance and only involves the use of relatively small work forces.

Reference to our July 14, 1965 memorandum on I-5-6(25)303 may be desirable concerning documentation of contractual requirements.

Inclusion of the Appendix A clauses of your Civil Rights Assurances in the individual contracts will be necessary. A revised project agreement estimate should be furnished after award of the contracts.

This approval provides for the addition to these items of a total estimated cost of $48,300 of which $43,473 is reserved as Federal aid Interstate funds.

REFERRED TO
Young
Asst. State Hwy. Engr.
3-11-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
1966

I-405-8(20)303
7214

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 21, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-405-8(1)301
East and West Fremont Interchange Areas
Railroad Agreements

A cursory review of the subject project indicates that there are five parcels of railroad property owned by Oregon - Washington Railroad Navigation Company in the East Fremont area (Right of Way File No. 36087) and two parcels owned by the Southern Pacific Company (Right of Way File 35105) and two parcels owned by the Northern Pacific Railroad (Right of Way File No. 35106) in the West Fremont area which will require a railroad agreement prior to P.S. & E. approval. In view of the very difficult negotiations encountered on the East Marquam Interchange area (Project No. I-5-6(41)301), we would strongly recommend that you expedite negotiations to finalize an agreement with the above firms as soon as possible. We appreciate the fact that the type of structure and bent location is not definite at this time, but the general location is known and your ground rules certainly should be obvious after study.

On any project as complicated as the subject project, coordination between the railroads and utilities prior to the actual physical construction to the maximum extent practicable would obviously expedite the construction work and prevent the confusion experienced in the East Marquam Interchange area. It is expected that there possibly could be some overbuilding or outright purchase of railroad property in this area, and the situation would probably require considerable study by the railroad people before final solution could be obtained. PPM 21-12 also requires that all utility and railroad work be accomplished or arrangements made to coordinate such work with the highway work. There should be no authorizations to proceed until agreement has been reached with the railroad (See PPM 21-10, paragraph 23d). Although minor variations have prompted waivers of this requirement on some previous projects, it is felt that you have ample time to obtain an agreement with the railroad people on this specific project,

(more)

2-1-66
discussed with Marchant, Breding, Litchfield -
proceeding to negotiate with U.P. on basis for purchase
& pledge and right to start. TDC

orig. copies
REFERRED TO
Litchfield - ~~Young~~ - Marchant
By Asst. State Hwy. Engr.
Ted - Please see me 1-25-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DIVISION

Bf up 3/1/66 ~~3/8~~ ~~3/15~~

and it is expected that no waiver will be authorized if the agreement has not been consummated at the time of P.S. & E. approval.

In order that we may see the results of your negotiations, please furnish us with a proposed schedule in dealing with railroad companies on the above project.

3/18/66

Discussed with Porter, Merchant, [illegible], [illegible].
We will proceed to discuss with SPR on UP's
latest proposal. Then act accordingly.
JBK

RECEIVED
JAN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 31 1963
FOR FILING

I-405-8(20)303
7214

December 30, 1963

Mr. Larry Meissner
198 Meissner Road
Deer Island, Oregon

Dear Mr. Meissner:

This acknowledges receipt of your letter of December 26 concerning the proposed couplet on Thurman and Upshur Street in northwest Portland.

Thank you very much for your helpful comments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
D. J. Barbee

REFERRED TO
Forrest Cooper
BY SECRETARY

198 Meissner Rd
Deer Island Ore

Dec 26 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Please Answer

State Hiway Comm
Salem Oregon

re: one-way couplet in Northwest Portland

Greetings

The State Hiway Comm's proposed solution to traffic problems in Northwest Portland (as reported in the Oregonian, Dec 25) is remarkable in its inconvenience to all concerned, including the Hiway Comm itself, the property owners, taxpayers and even the motorists it purports to help.

The proposal to make Upshur a one-way couplet with Thurman shows that either the Hiway Comm has no real grasp of the problem or
has purposely picked a most inconvenient and EXPENSIVE solution.

Consider Upshur St:

IT IS NOT EVEN CUT-THRU FOR ONE-THIRD OF THE DISTANCE!--from 22nd to 25th Aves.

This section has been vacated for over ten years.
The vacated section has been developed by Consolidated Freightways, and retaking of the land by the Hiway Comm might force them to move, it would certainly be no small inconvenience.

Porter

IT IS NOT EVEN A MAIN STREET, which means it would be necessary to

install additional street lights
provide a center stripe
provide stop lights and stop signs at intersections
probably repave stretches of it, IN ADDITION TO BUILDING THREE NEW BLOCKS OF ROADWAY.

The expense involved in obtaining the necessary additional right-of-way and improving the entire length of Upshur is not negligible, and in any event is more than the cost of the following solution WHICH UTILIZES EXISTING STREETS AND COULD EASILY BE IMPLEMENTED AT A FAR FAR LOWER COST.

This route is: EASTBOUND: 29th Ave from St Helens Rd to Upshur; Upshur to 28th; 28th to Thurman; Thurman to 19th. By prohibiting parking on the west sides of 28th and 29th, plus the north side of Upshur, one lane west bound can be provided for those living on these streets. WESTBOUND: Vaughn from 18th to St Helens Rd. By prohibiting parking on the south side of Vaughn from 27th west, easy access to stores in this area is retained.

Consider the advantages of this routing:

BOTH THURMAN AND VAUGHN ARE ALREADY MAIN ARTERIAL STREETS. This means that they are already provided with

adequate street lighting
stop signs and lights at cross streets
center stripes.

UTILIZING BOTH THESE STREETS CONFORMS TO RATHER THAN DISRUPTS EXISTING TRAFFIC PATTERNS.

There are several apartment houses on Upshur which would be adversely affected by increased traffic.
Dwellings on Vaughn and Thurman are already used to heavy traffic.
Businesses on Vaughn would be isolated by routing traffic elsewhere.

THE NEED FOR A ONE-WAY COUPLET IS NOW.

The implementation of the Hiway Comm's plan would be slow and involve condemnation proceedings.

THE ALTERNATE SOLUTION CAN BE PUT INTO EFFECT WHENEVER THE PAVEMENT IS DRY ENOUGH TO PAINT A FEW BLOCKS OF ADDITIONAL STRIPES AND POST SIGNS.

Why should property owners and merchants be inconvenienced?
Why should motorists have to wait any longer?
Why should taxpayers have to pay more than necessary?

Why not adopt a responsible, simple plan that can be readily implemented?

Sincerely

Larry Meissner

Larry Meissner

cc: Oregonian
Comm. Bowes
KGW-TV news
Reporter

RECEIVED
DEC 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1964

FOR FILING

I-405-8(30)303
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 27, 1963

SUBJECT: West Fremont Bridge Approach

NOT
G. S. PAXSON

To: Mr. G. S. Paxson
Deputy State Highway Engineer (Retired)
State Highway Building
Salem, Oregon 97310

About a week ago we delivered estimates for plan 1 and plan 2 covering the revision of the intersection of N. W. Thurman, N. W. 14th and N. W. Front Avenues. These plans require the reconstruction of four (4) railroad manual switching stations.

Since that time we have prepared plan 3 and plan 4. These later plans do not require the alteration of these switches and are undoubtedly preferable.

Two (2) copies of a sketch map and estimate covering each plan are enclosed.

F B Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures -- 2

cc Mr. J. H. Versteeg

RECEIVED
DEC [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ______ OF ______ SHEETS

Fremont Bridge

Cost Estimate for Proposed 14th & Thurman Intch. Rev.

Plan 3

Dec. 63

Item	Unit	Quan.	Allow	Total	Unit Cost	Cost
1. Sidewalk Removal	Sq. Yd.	118	12	130	$1.00	$130
2. Curb Removal	Lin. Ft.	420	40	460	.75	345
3. General Exc.	Cu. Yd.	590	60	650	1.00	650
4. C.C. Mat'l in Base	Ton	740	75	815	2.40	1956
5 3/4"-0 Leveling Course	Ton	82	8	90	2.50	225
6 Asphalt in Binder	Ton	1	—	1	50.00	50
7 3/4-0 Aggregate	Cu. Yd.	8	1	9	5.00	45
8 Class "B" Mix A.C.	Ton	267	23	290	10.00	2900
9. Concrete in Curbs	Cu. Yd.	14	1	15	50.00	750
10 Concrete in Walks	Sq. Yd.	287	23	310	6.00	1860
11. Type "P" Inlets	ea.	3	0	3	90.00	270
12. 8" Sewer Pipe	Lin. Ft.	330	30	360	2.50	900
13. Dr. Exc.	Cu. yd.	60	10	70	3.00	210
						10,291
					+20%	2,058
						12,34
			RR. Xing by others			22,055
				Total Cost		$34,404

R/W not Incl.

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Fremont Bridge

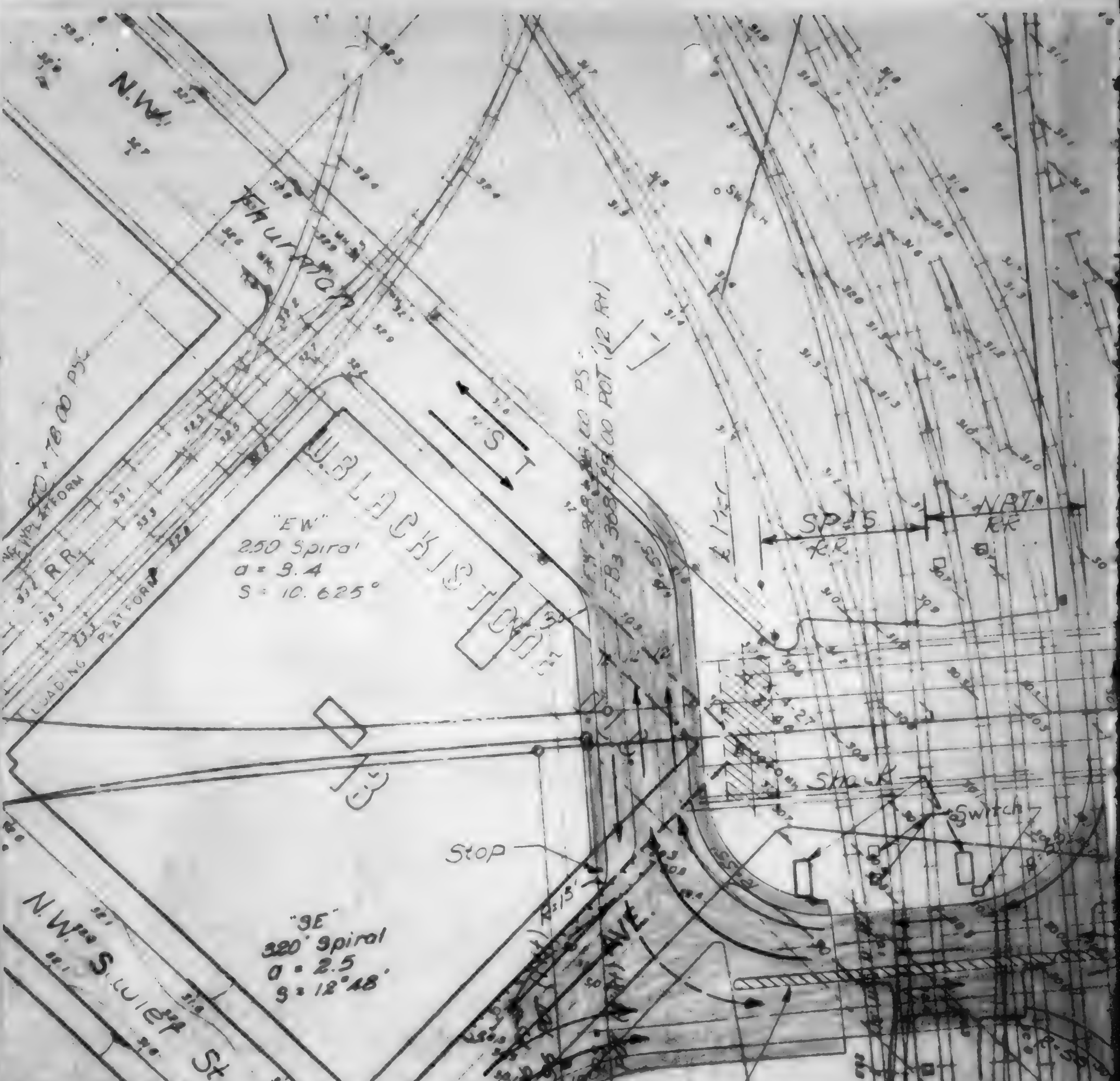
Cost Estimate for Proposed 14th & Thurman Intch. Rev.

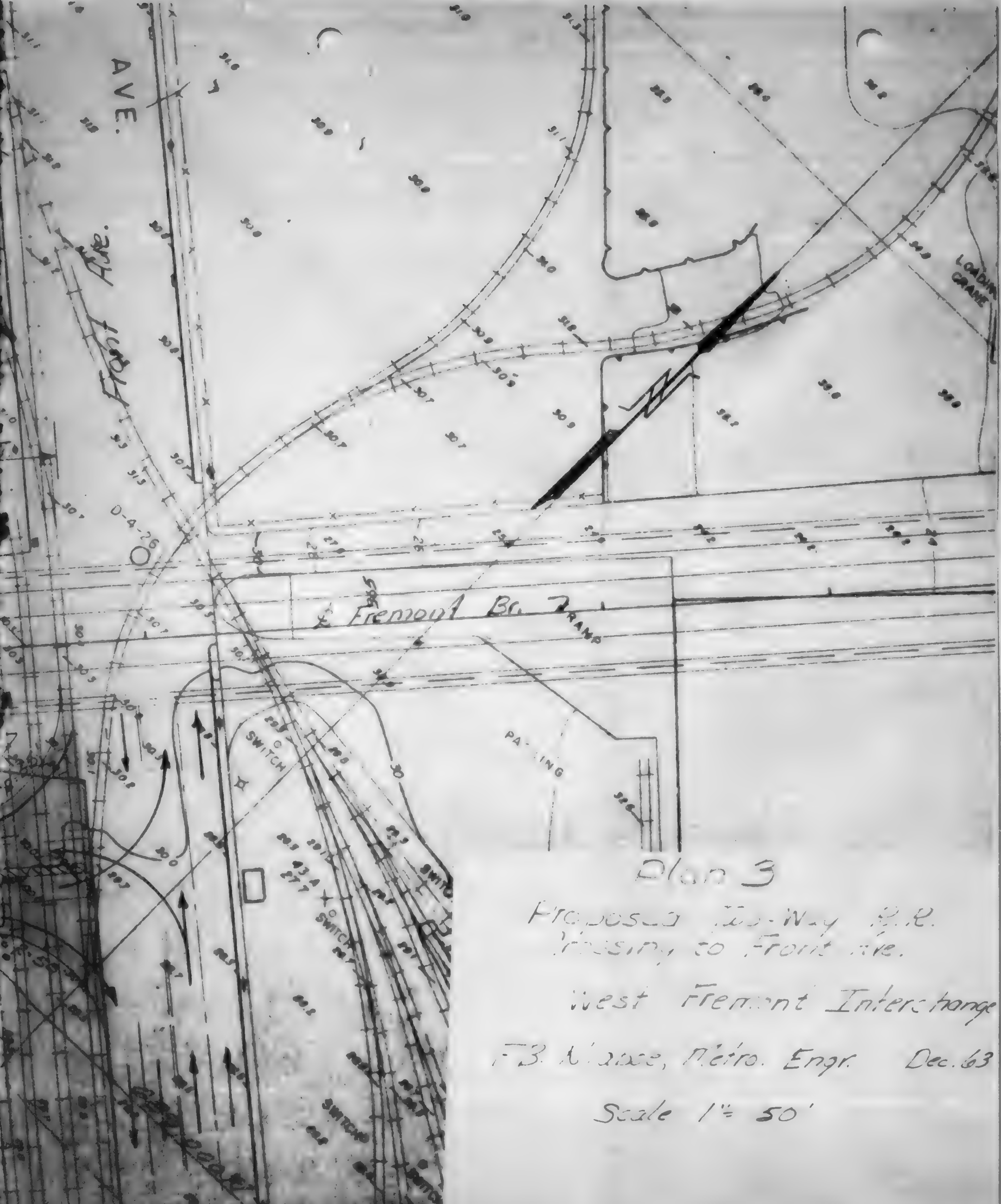
Plan 3

Dec. 63

Item		Unit	Quan.	Allow	Total	Unit Cost	Cost
1. Sidewalk	Removal	Sq. Yd.	118	12	130	$1.00	$130
2. Curb Removal		Lin Ft	420	40	460	.75	345
3. General Exc.		Cu. Yd.	590	60	650	1.00	650
4. C.C. Mat'l in Base		Ton	740	75	815	2.40	1956
5 3/4"-0 Leveling Course		Ton	82	8	90	2.50	225
6 Asphalt in Binder		Ton	1	—	1	50.00	50
7 3/4-0 Aggregate		Cu. Yd.	8	1	9	5.00	45
8 Class "B" Mix AC.		Ton	267	23	290	10.00	2900
9. Concrete in Curbs		Cu. Yd.	14	1	15	50.00	750
10 Concrete in Walks		Sq. Yd.	287	23	310	6.00	1860
11. Type "P" Inlets		ea.	3	0	3	90.00	270
12. 8" Sewer Pipe		Lin. Ft.	330	30	360	2.50	900
13. Dr. Exc.		Cu. yd.	60	10	70	3.00	210
							10,291
					+20 %		2,058
							12,349
				RR. Xing by others			22,055
					Total Cost		$34,404

R/W not Incl.


N.W.
Thurman
PLATFORM
R.R.
LOADING PLATFORM
"ST"
BLACKISTONE
"EW"
250' Spiral
a = 9.4
S = 10.625°
13
Stop
R=15'
AVE.
"SE"
320' Spiral
a = 2.5
S = 12°48'
N.W. Swift St.
14th Ave
"ES"
400' Spiral
a = 2.75
S = 14°08'
Parking Lot
Traffic Stop
Switch
Shack
SP&S R.R.
N.P.T. R.R.
SWITCHES
FB3 368+00 POT (12 Rt)



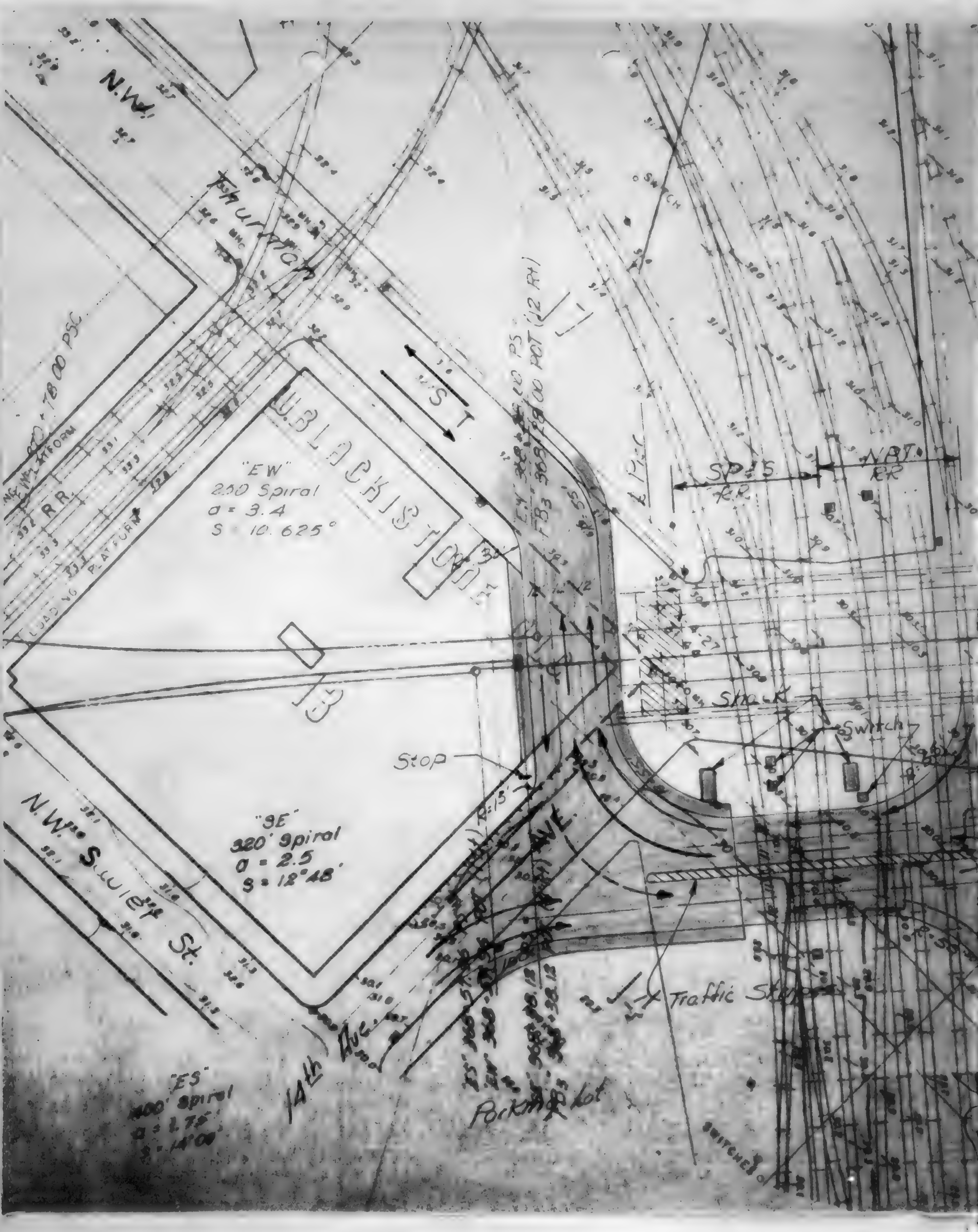
Plan 3

Proposed Two-Way R.R.
Crossing to Front Ave.

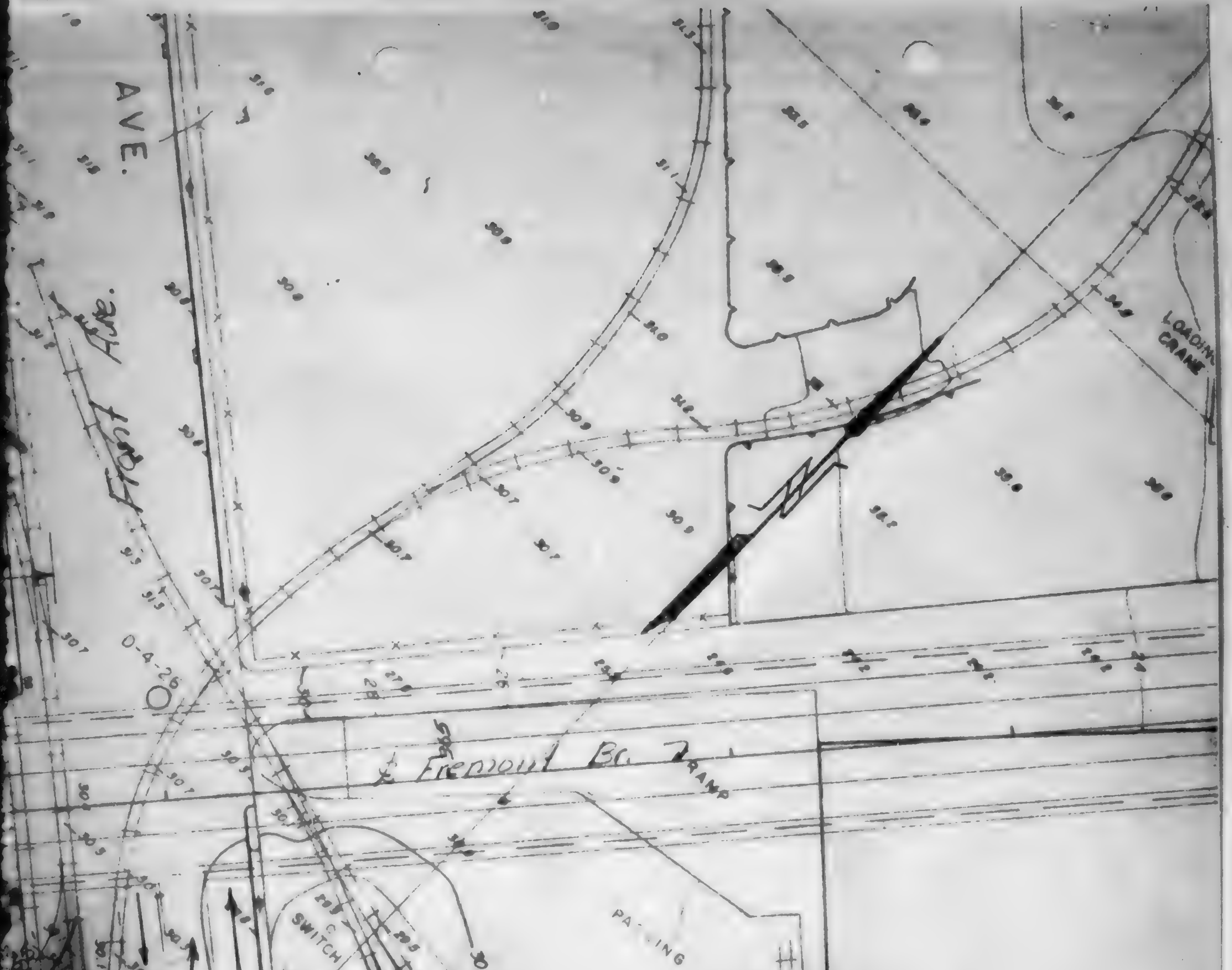
West Fremont Interchange

F.B. [illegible], Metro. Engr. Dec. 63

Scale 1" = 50'



N.W.
Thurman
N.W. Blackstone
"EW"
200 Spiral
a = 3.4
S = 10.625°
RR.
LOADING PLATFORM
13
Stop
R=15'
"SE"
320' Spiral
a = 2.5
S = 12°48'
N.W. Swift St.
AVE.
14th Ave.
"ES"
1400' Spiral
a = 1.75
S = 14°00'
Parking Lot
Traffic Stop
SWITCHES
Stack
Switch
SWITCH
SP&S R.R.
N.P.T. R.R.



Plan 3

Proposed Tri-Way R.R.
Crossing to Front Ave.

West Fremont Interchange

F.B. N[illegible], Metro. Engr. Dec. 63

Scale 1" = 50'

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Fremont Bridge

Cost Estimate for Proposed 14th & Thurman Intch. Rev.

Plan 4

Dec. 63

Item		Unit	Quan.	Allow	Total	Unit Cost	Cost
1. Sidewalk	Removal	Sq. Yd.	115	10	125	$1.00	$125
2. Curb Removal		Lin. Ft.	130	10	140	.75	105
3. General Exc.		Cu. Yd.	335	35	370	1.00	370
4. C.C. Mat'l	in Base	Ton	419	41	460	2.40	1104
5 3/4"-0 Leveling	Course	Ton	47	3	50	2.50	125
6 Asphalt in	Binder	Ton	1	—	1	50.00	50
7 3/4-0	Aggregate	Cu. Yd.	4	1	5	5.00	25
8 Class "B"	Mix AC.	Ton	170	15	185	10.00	1850
9 Concrete in	Curbs	Cu. Yd.	13	1	14	50.00	700
10 Concrete in	Walks	Sq. Yd.	254	26	280	6.00	1680
11. Type "P"	Inlets	ea.	3	0	3	90.00	270
12. 8" Sewer	Pipe	Lin. Ft.	330	30	360	2.50	900
13. Dr. Exc.		Cu. yd.	60	10	70	3.00	210
							7514
					+20%		1503
							9017
			R.R. Xing by others				25,920
				Total Cost			34,937

R/W not incl.

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

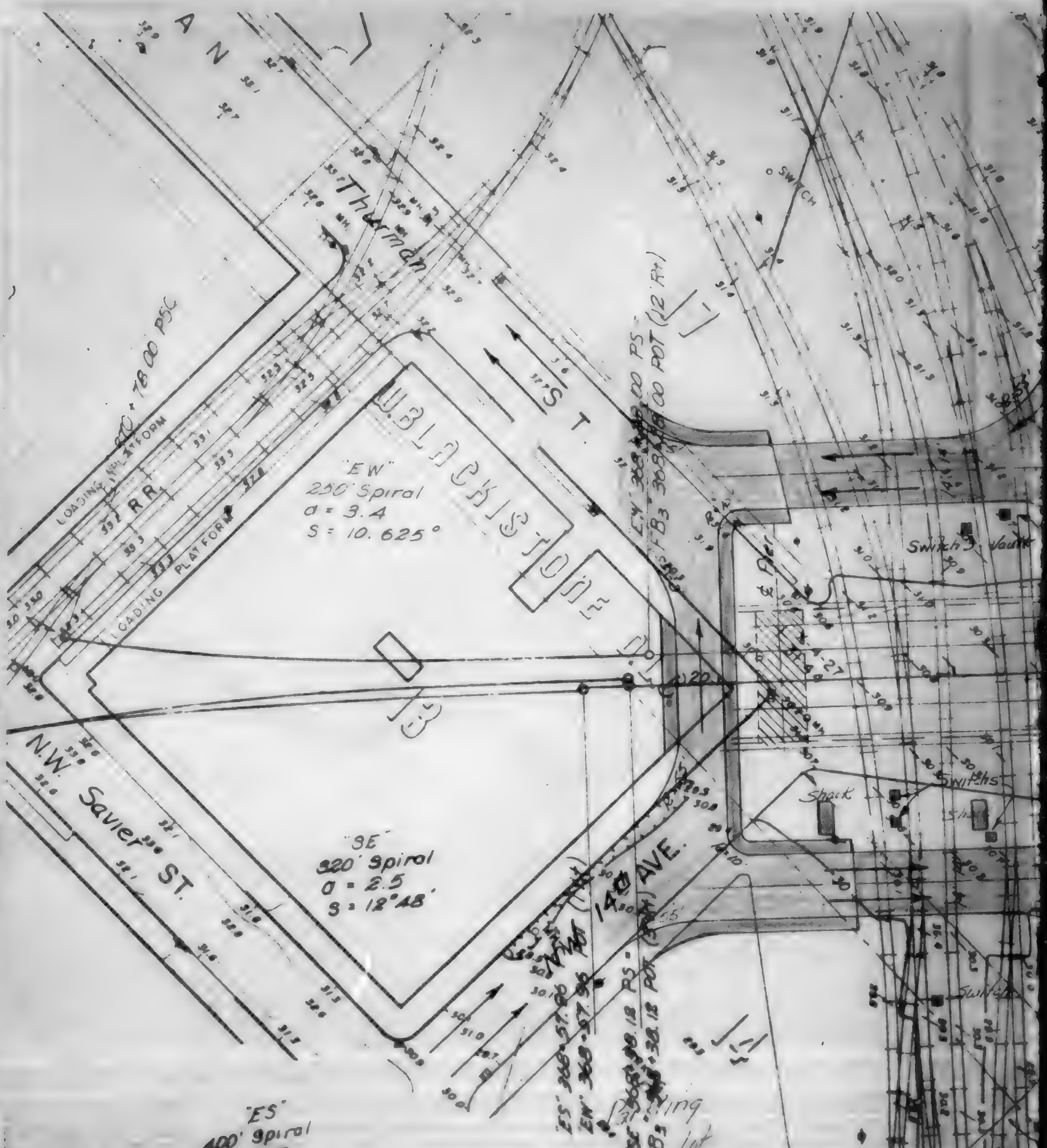
Fremont Bridge

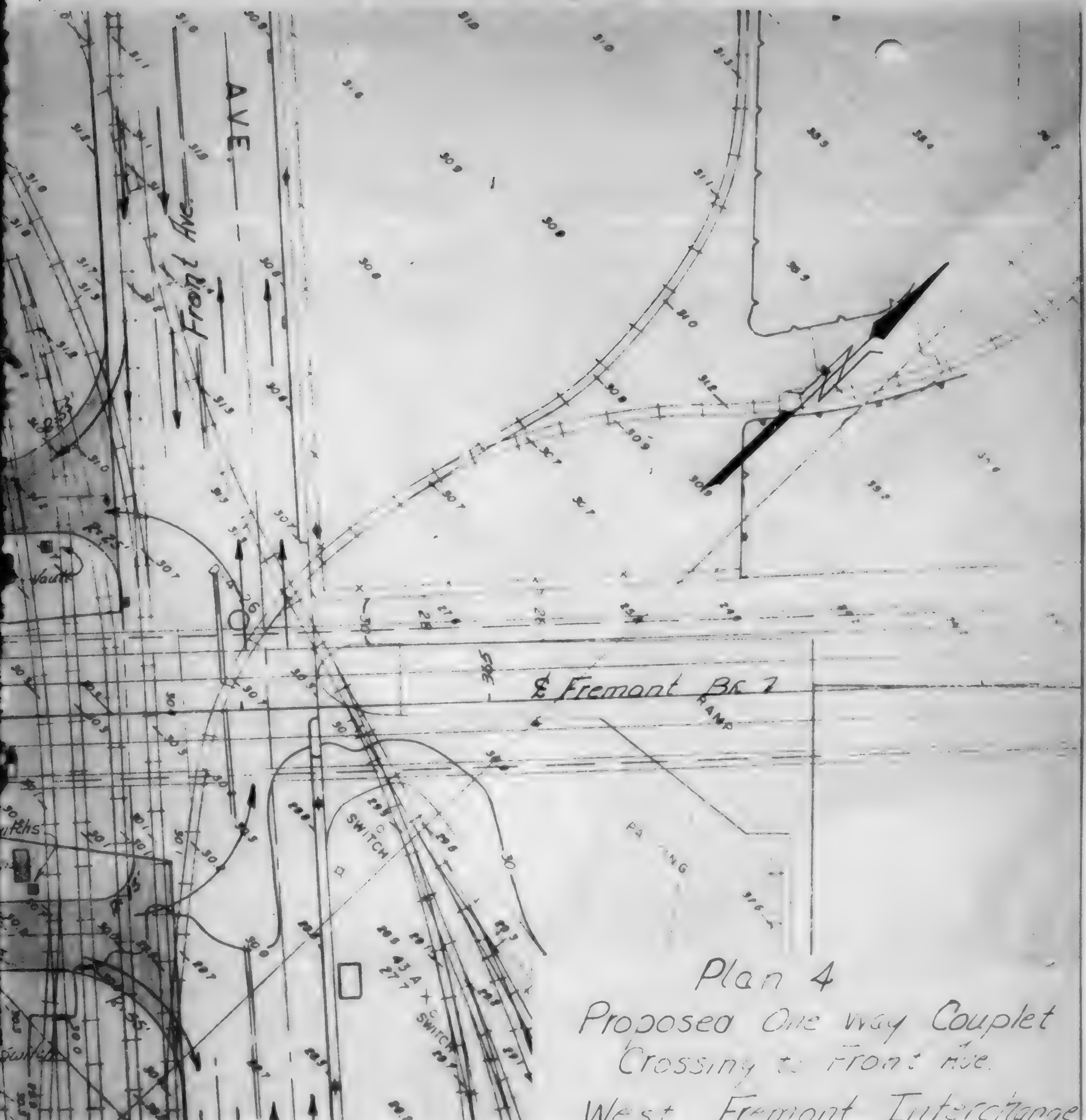
Cost Estimate for Proposed 14th & Thurman Intch. Rev.

Plan 4 Dec. 63

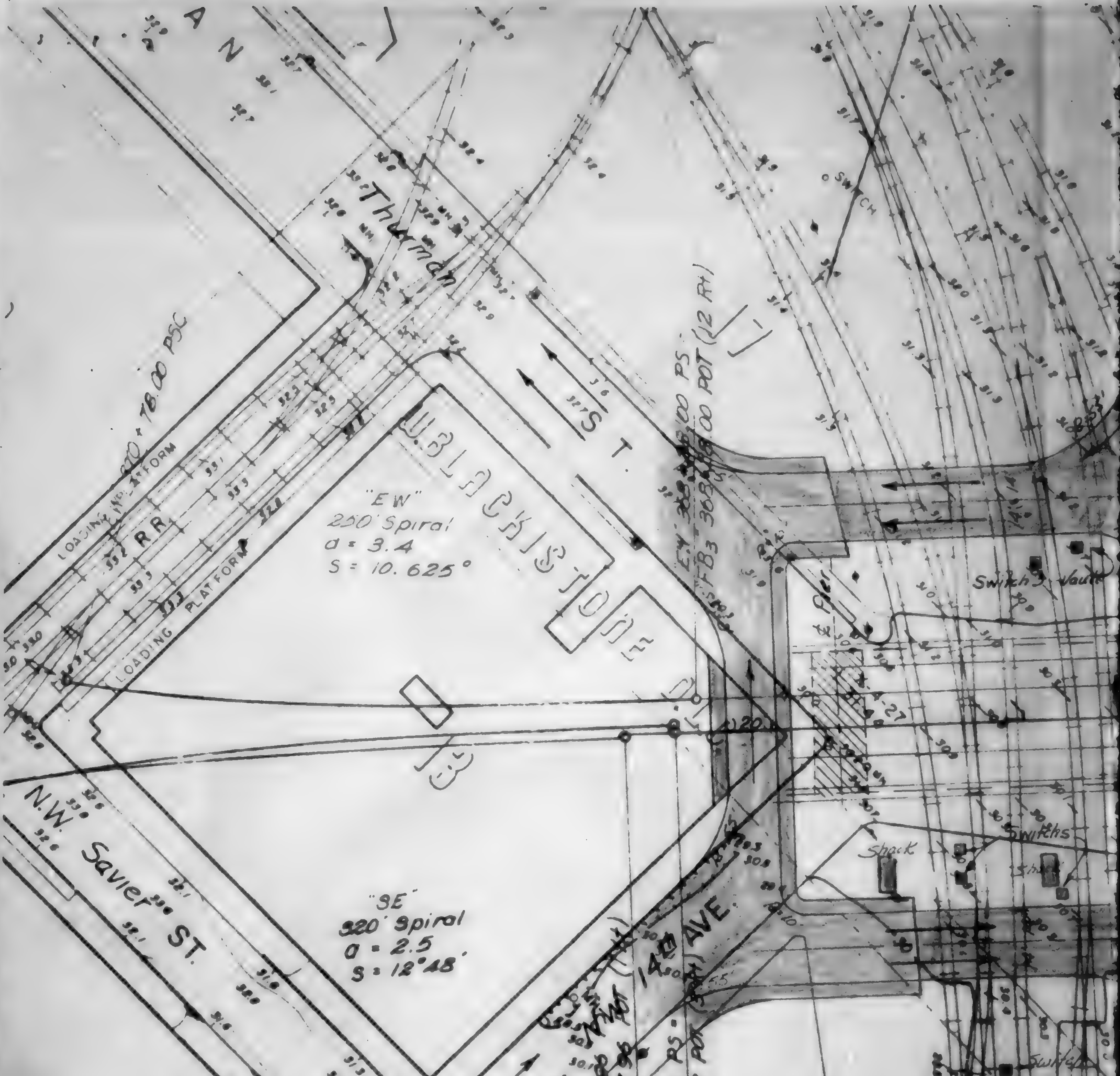
	Item	Unit	Quan.	Allow	Total	Unit Cost	Cost
1.	Sidewalk Removal	Sq. Yd.	115	10	125	$1.00	$125
2.	Curb Removal	Lin. Ft.	130	10	140	.75	105
3.	General Exc.	Cu. Yd.	335	35	370	1.00	370
4.	C.C. Mat'l in Base	Ton	419	41	460	2.40	1104
5	3/4"-0 Leveling Course	Ton	47	3	50	2.50	125
6	Asphalt in Binder	Ton	1	—	1	50.00	50
7	3/4-0 Aggregate	Cu. Yd.	4	1	5	5.00	25
8	Class "B" Mix AC.	Ton	170	15	185	10.00	1850
9	Concrete in Curbs	Cu. Yd.	13	1	14	50.00	700
0	Concrete in Walks	Sq. Yd.	254	26	280	6.00	1680
1.	Type "P" Inlets	ea.	3	0	3	90.00	270
2.	8" Sewer Pipe	Lin. Ft.	330	30	360	2.50	900
3.	Dr. Exc.	Cu. yd.	60	10	70	3.00	210
							7514
					+20%		1503
							9017
				RR. Xing by others			25,920
					Total Cost		34,937

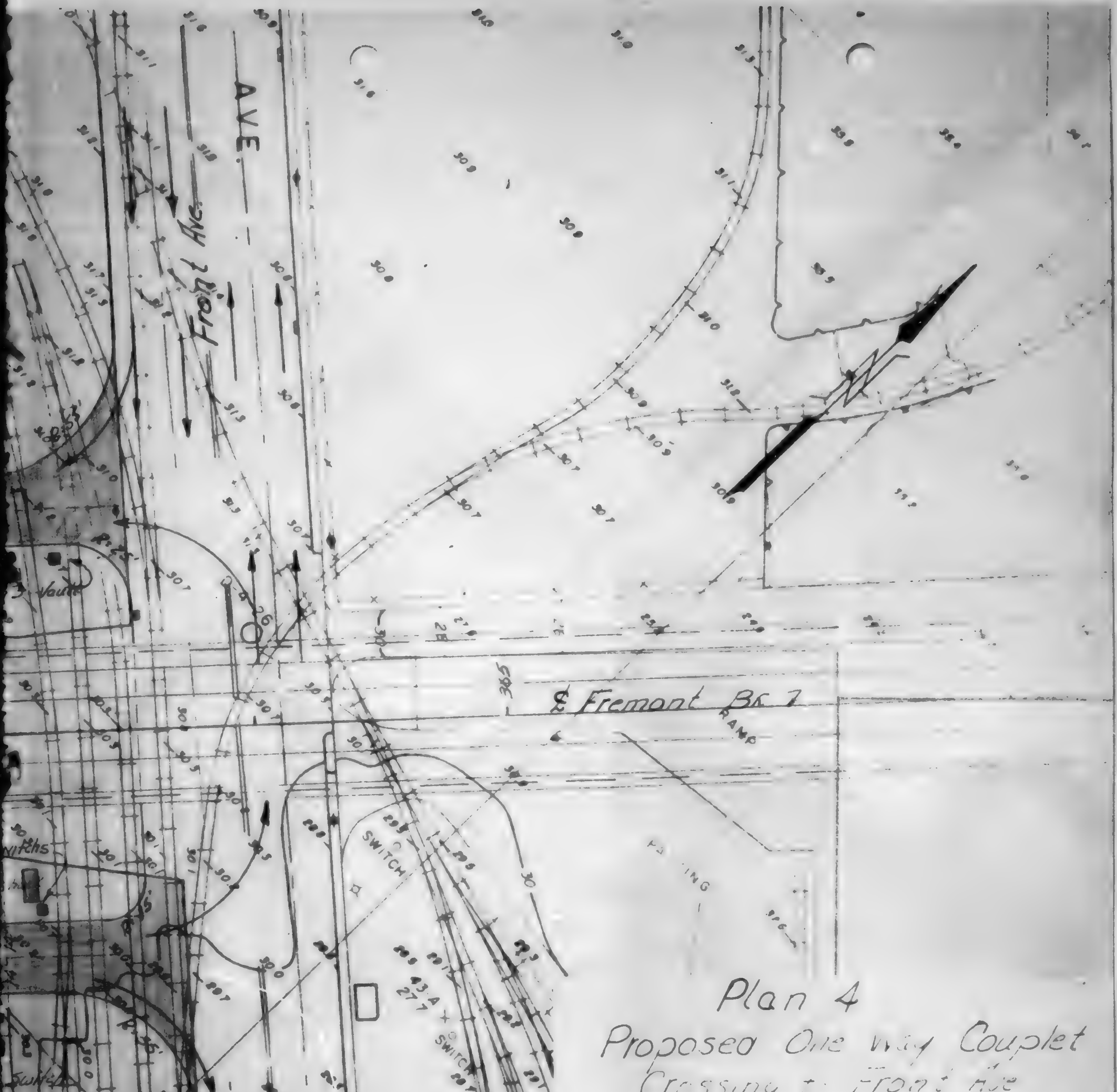
R/W not incl.


A N
Thurman
S T.
BLACKSTONE
13
N.W. Savier ST.
N.W. 14th AVE.
"EW"
250' Spiral
a = 3.4
S = 10.625°
"SE"
320' Spiral
a = 2.5
S = 12°48'
"ES"
400' Spiral
a = 1.75
S = 14°00'
LOADING PLATFORM
RR
LOADING PLATFORM
+78.00 PSC
EW 368+ .00 PS
FB3 368+ .00 POT (12' Rt)
SWITCH
Switch
Switch Vault
Switchs
Shack
Shack
Switch
SWITCHES
Parking Lot



Plan 4
Proposed One Way Couplet
Crossing to Front Ave.
West Fremont Interchange
F.B. Klaboe, Metro. Engr. Dec 63
Scale 1"=50'


A N
Thurman ST.
BLACKSTONE
LOADING No. 2 PLATFORM
RR
LOADING PLATFORM
+16.00 PSC
"EW"
200' Spiral
a = 3.4
S = 10.625°
"SE"
320' Spiral
a = 2.5
S = 12°48'
"ES"
400' Spiral
a = 1.75
S = 14°00'
FB
N.W. Savier ST.
N.W. 14th AVE
EW 368+00 PS
FB3 368+00 POT (12 Rt)
ES 368+57.85
EW 368+57.95
SE 368+38.18 PS
FB3 368+38.18 POT
Parking Lot
SWITCH
Switch Vault
Switchs
Shack
Shack
Switch
SWITCHES
A-27
20



Plan 4
Proposed One Way Couplet
Crossing to Front Ave
West Fremont Interchange
F.B. Kiuboe, Metro Engr Dec 63
Scale 1" = 50'

RECEIVED
DEC 24 1963

FOR FILING

I 405-8(20)303
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 23, 1963

SUBJECT: West Fremont Approach
Stadium Freeway

To: Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

I am forwarding by messenger cost estimates and sketches covering two (2) alternate plans for the revision of the railroad crossing at 14th, Thurman and Front Avenues.

You will note that each plan requires the revision of certain switches. Conversation with Mr. Thomas of Northern Pacific Terminal Railway leads us to believe that it would be possible to place the switches in boxes within the street area itself. However, Mr. Moy of SP&S Railroad threw considerable cold water on such a proposal. It would also be possible to move the new lines further away from the Fremont Bridge and thereby avoid the necessity of revamping the switches.

These estimates are being delivered by Jim McClure who did the work and can answer any other questions that you may have.

F B Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures

cc Mr. J. H. Versteeg

Oregon State Highway Department

Fremont Bridge

Cost Estimate for Proposed 14th & Thurman Interchange Revision

Plan I

Item	Unit	Amount	Allowance	Total	Price	Total
1. Sidewalk Removal	Sq.Yd.	25	5	30	1.00	30.00
2. Curb Removal	Lin.Ft.	360	40	400	.75	300.00
3. General Excavation	Cu.Yd.	495	50	545	1.00	545.00
4. C.C. Mat'l in Base	Ton	650	70	720	2.40	1,728.00
5. 3/4" - 0 Leveling coarse	Ton	71	9	80	2.50	200.00
6. Asphalt in Binder	Ton	1.5	.5	2	50.00	100.00
7. 3/4" -0 Aggregate	Cu.Yd.	7	3	10	5.00	50.00
8. Class "B" AC	Ton	200	15	215	10.00	2,150.00
9. Concrete in curbs	Cu.Yd.	14	2	16	50.00	800.00
10. Conc. in walks	Sq.Yd.	190	20	200	6.00	1,200.00
11. Type G' inlets	Each	3	0	3	90.00	270.00
12. 8" S.P.	Lin.Ft.	330	20	350	2.50	875.00
13. Dr. Excavation	Cu.Yd.	60	10	70	3.00	210.00
						$ 8,458.00
			+20%			1,692.00
						10,150.00
		RR Xing by others				25,500.00
						35,650.00

add for R/W 9,350

45,000

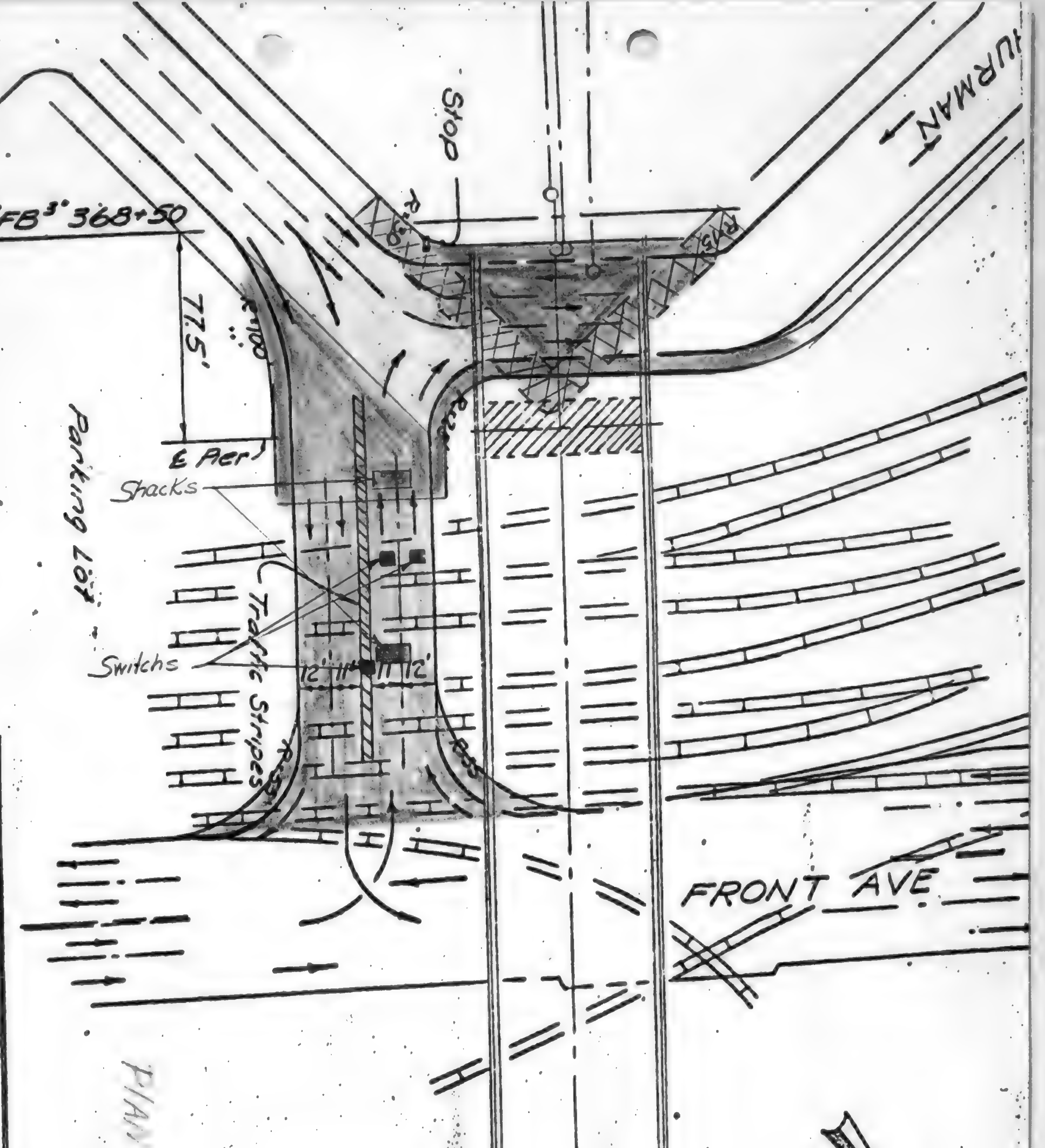
Oregon State Highway Department

Fremont Bridge

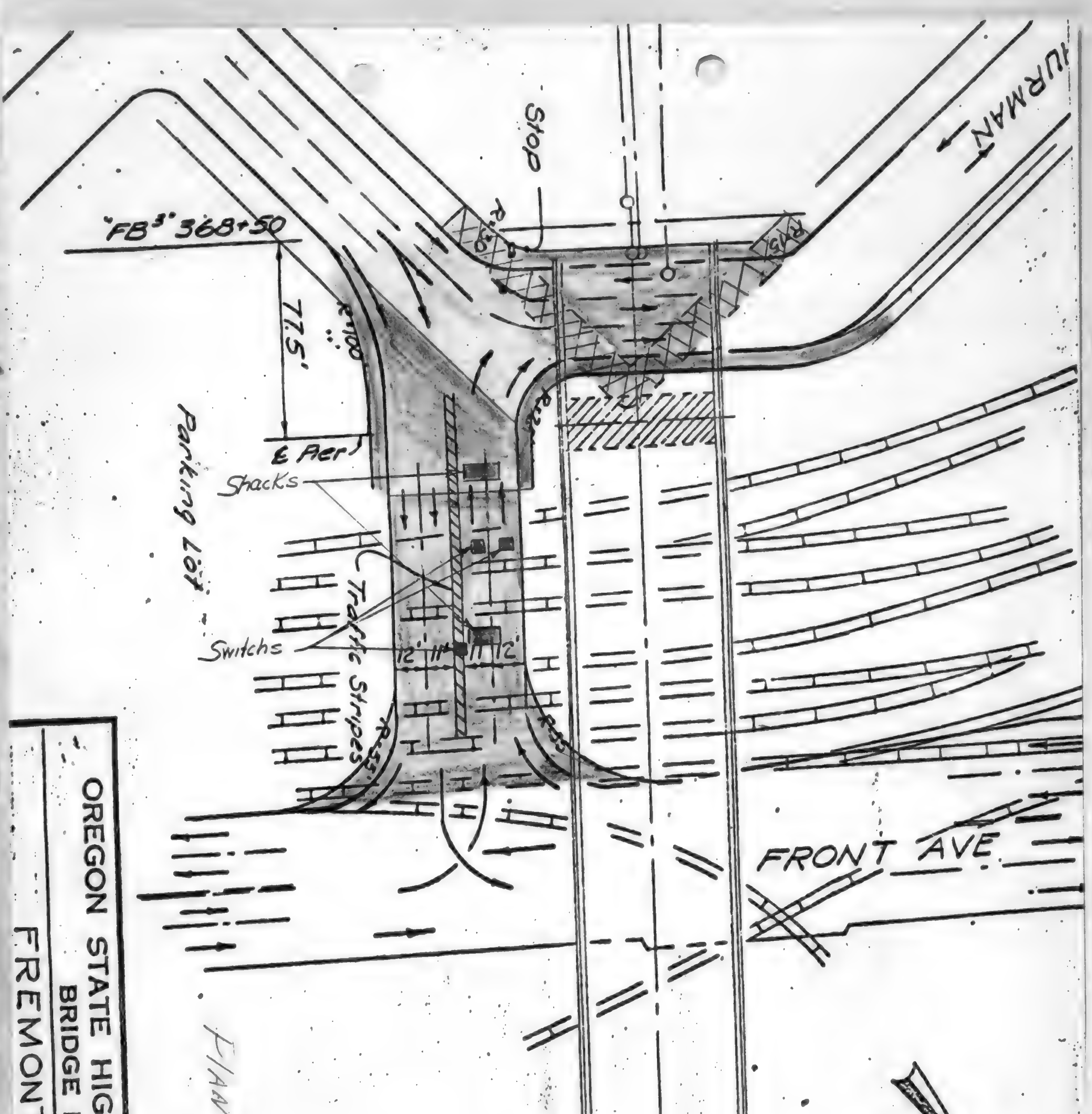
Cost Estimate for Proposed 14th & Thurman Interchange Revision

Plan I

	Item	Unit	Amount	Allowance	Total	Price	Total
1.	Sidewalk Removal	Sq.Yd.	25	5	30	1.00	30.00
2.	Curb Removal	Lin.Ft.	360	40	400	.75	300.00
3.	General Excavation	Cu.Yd.	495	50	545	1.00	545.00
4.	C.C. Mat'l in Base	Ton	650	70	720	2.40	1,728.00
5.	3/4" - 0 Leveling coarse	Ton	71	9	80	2.50	200.00
6.	Asphalt in Binder	Ton	1.5	.5	2	50.00	100.00
7.	3/4" -0 Aggregate	Cu.Yd.	7	3	10	5.00	50.00
8.	Class "B" AC	Ton	200	15	215	10.00	2,150.00
9.	Concrete in curbs	Cu.Yd.	14	2	16	50.00	800.00
10.	Conc. in walks	Sq.Yd.	190	20	200	6.00	1,200.00
11.	Type G' inlets	Each	3	0	3	90.00	270.00
12.	8" S.P.	Lin.Ft.	330	20	350	2.50	875.00
13.	Dr. Excavation	Cu.Yd.	60	10	70	3.00	210.00
							$ 8,458.00
				+20%			1,692.00
							10,150.00
				RR Xing by others			25,500.00
							35,650.00
	Add Right of Way						9350
							45,000



OREGON STATE HIGHWAY DEPARTME
BRIDGE DIVISION
FREMONT BRIDGE



OREGON STATE HIGHWAY DEPARTME
BRIDGE DIVISION
FREMONT BRIDGE

Oregon State Highway Departm t

Fremont Bridge

Cost Estimate for Proposed 14th & Thurman Interchange Revision

Plan 2

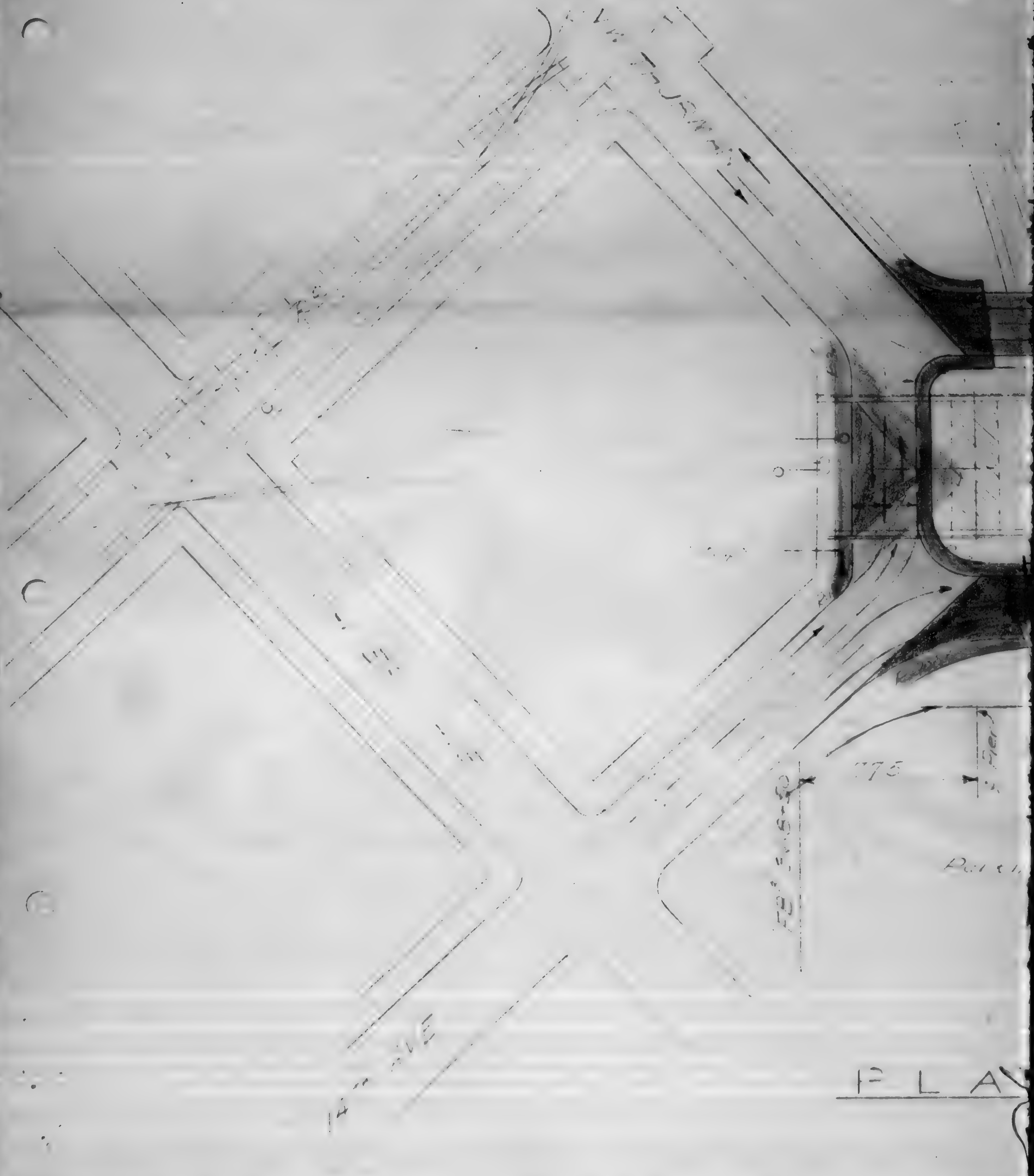
Item	Unit	Amount	Allow.	Total	Price	Total
1. Sidewalk Removal	Sq.Yd.	25	5	30	1.00	30.
2. Curb Removal	Lin.Ft.	360	40	400	.75	300.00
3. General Excavation	Cu. Yd.	270	30	300	1.00	300.00
4. C.C. Mat'l in Base	Ton	350	35	385	2.40	924.00
5. 3/4" 0 Leveling Course	Ton	40	5	45	2.50	112.50
6. Asphalf in Binder	Ton	1	0	1	50.00	50.00
7. 3/4"-0 Aggregate	Cu.Yd.	4	1	5	5.00	25.00
8. Class "B" AC	Ton	130	10	140	10.00	1,400.00
9. Concrete in curbs	Cu.Yd.	13	2	15	50.00	750.00
10. Conc. in walks	Sq. Yd.	245	5	250	6.00	1,500.00
11. Type G' inlets	Each	3	0	3	90.00	270.00
12. 8" S.P.	Lin.Ft.	330	20	350	2.50	875.00
13. Dr. Exc.	Cu.Yd.	60	10	70	3.00	210.00
						6,746.50
					+20%	1,349.50
						8,096.00
	RR Xing by others					36,050.00
						44,146.00
	add for Right of way					10,854
						55,000

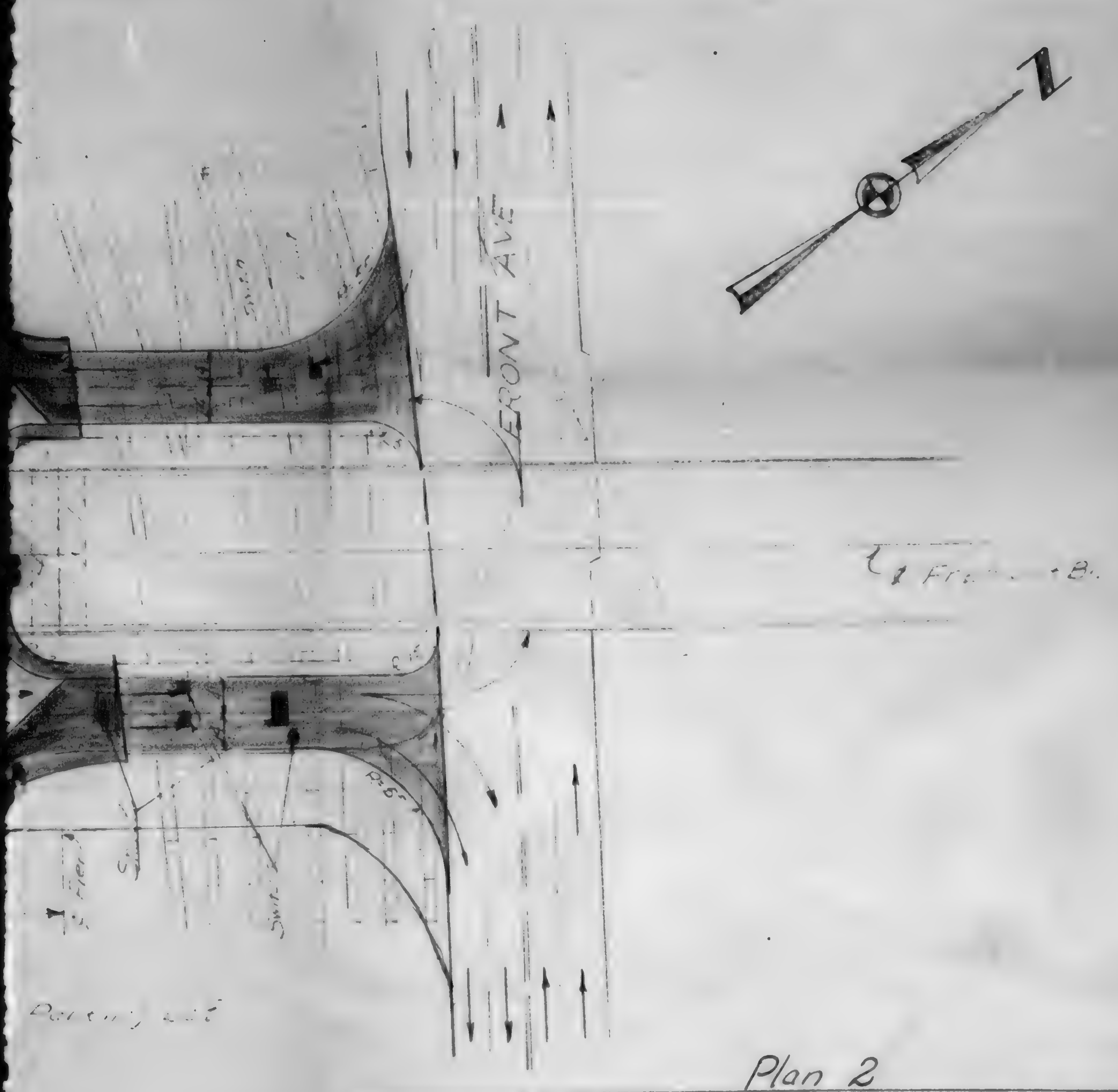
Oregon State Highway Department
Fremont Bridge

Cost Estimate for Proposed 14th & Thurman Interchange Revision

Plan 2

Item	Unit	Amount	Allow.	Total	Price	Total
1. Sidewalk Removal	Sq.Yd.	25	5	30	1.00	30.
2. Curb Removal	Lin.Ft.	360	40	400	.75	300.00
3. General Excavation	Cu. Yd.	270	30	300	1.00	300.00
4. C.C. Mat'l in Base	Ton	350	35	385	2.40	924.00
5. 3/4" 0 Leveling Course	Ton	40	5	45	2.50	112.50
6. Asphalf in Binder	Ton	1	0	1	50.00	50.00
7. 3/4"-0 Aggregate	Cu.Yd.	4	1	5	5.00	25.00
8. Class "B" AC	Ton	130	10	140	10.00	1,400.00
9. Concrete in curbs	Cu.Yd.	13	2	15	50.00	750.00
10. Conc. in walks	Sq. Yd.	245	5	250	6.00	1,500.00
11. Type G' inlets	Each	3	0	3	90.00	270.00
12. 8" S.P.	Lin.Ft.	330	20	350	2.50	875.00
13. Dr. Exc.	Cu.Yd.	60	10	70	3.00	210.00
						6,746.50
					+20%	1,349.50
						8,096.00
		RR Xing by others				36,050.00
						44,146.00
		add for right of way				10850
						55,000

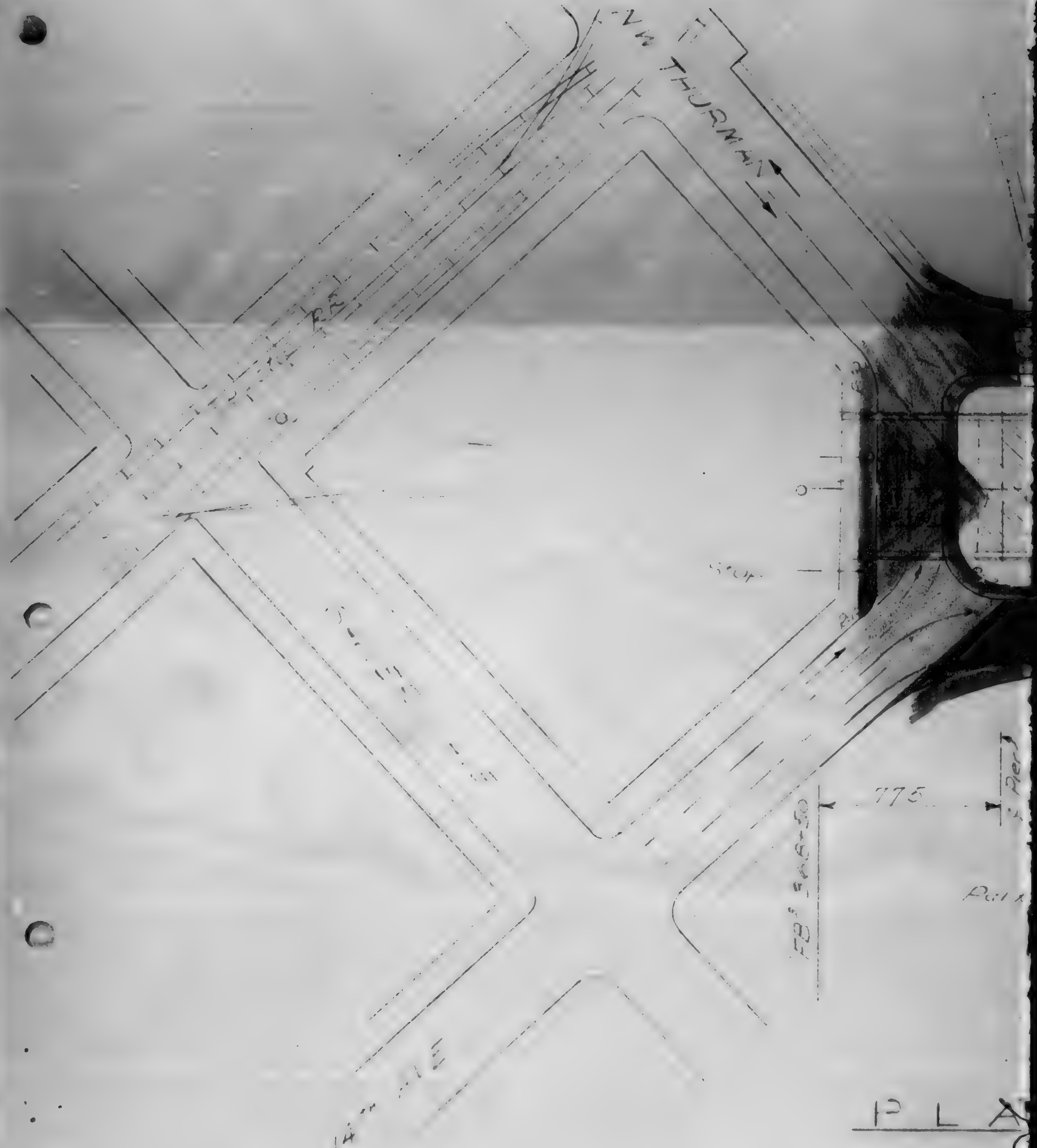

775
14th AVE
PLA

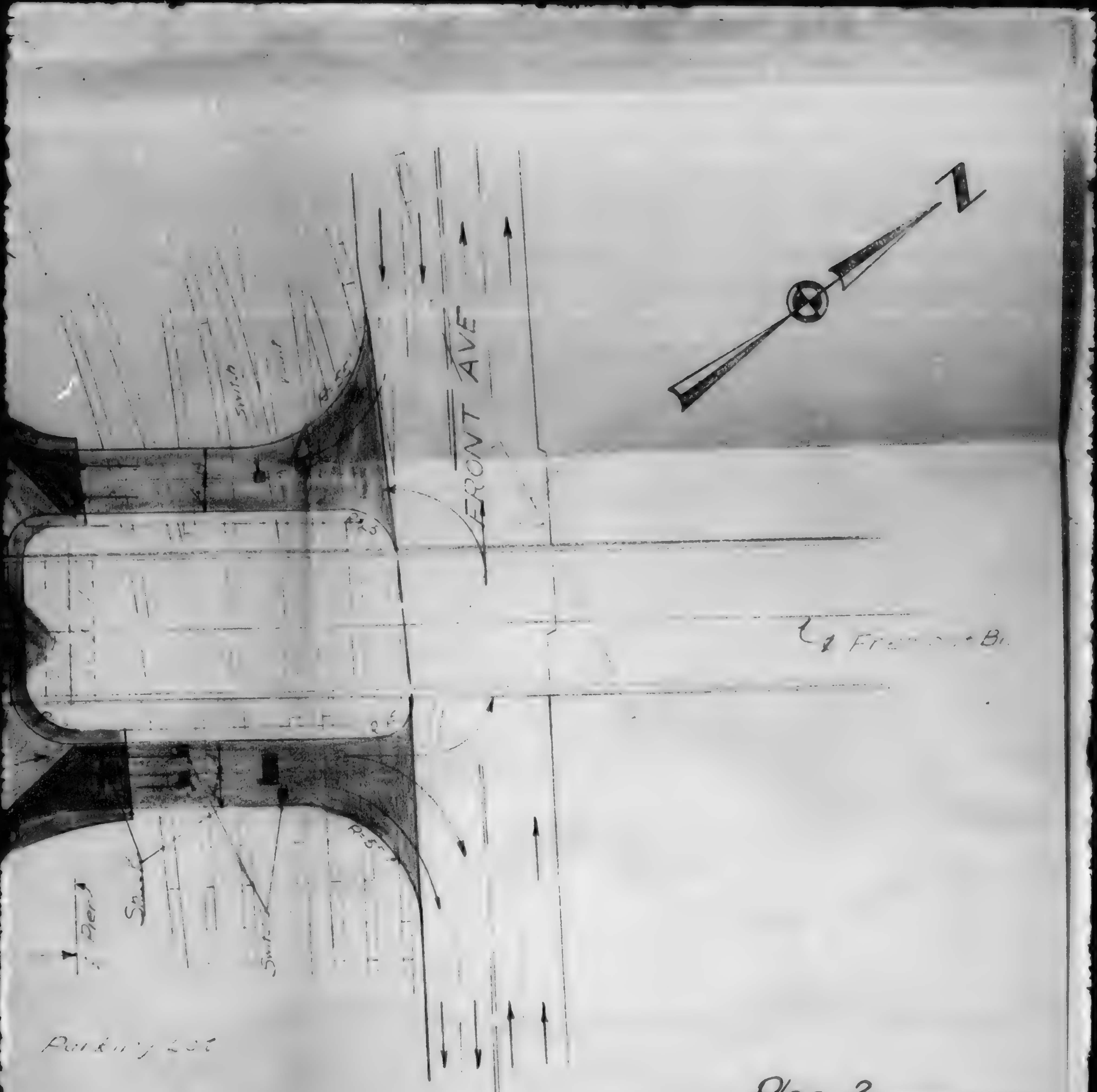


...LAN

Plan 2

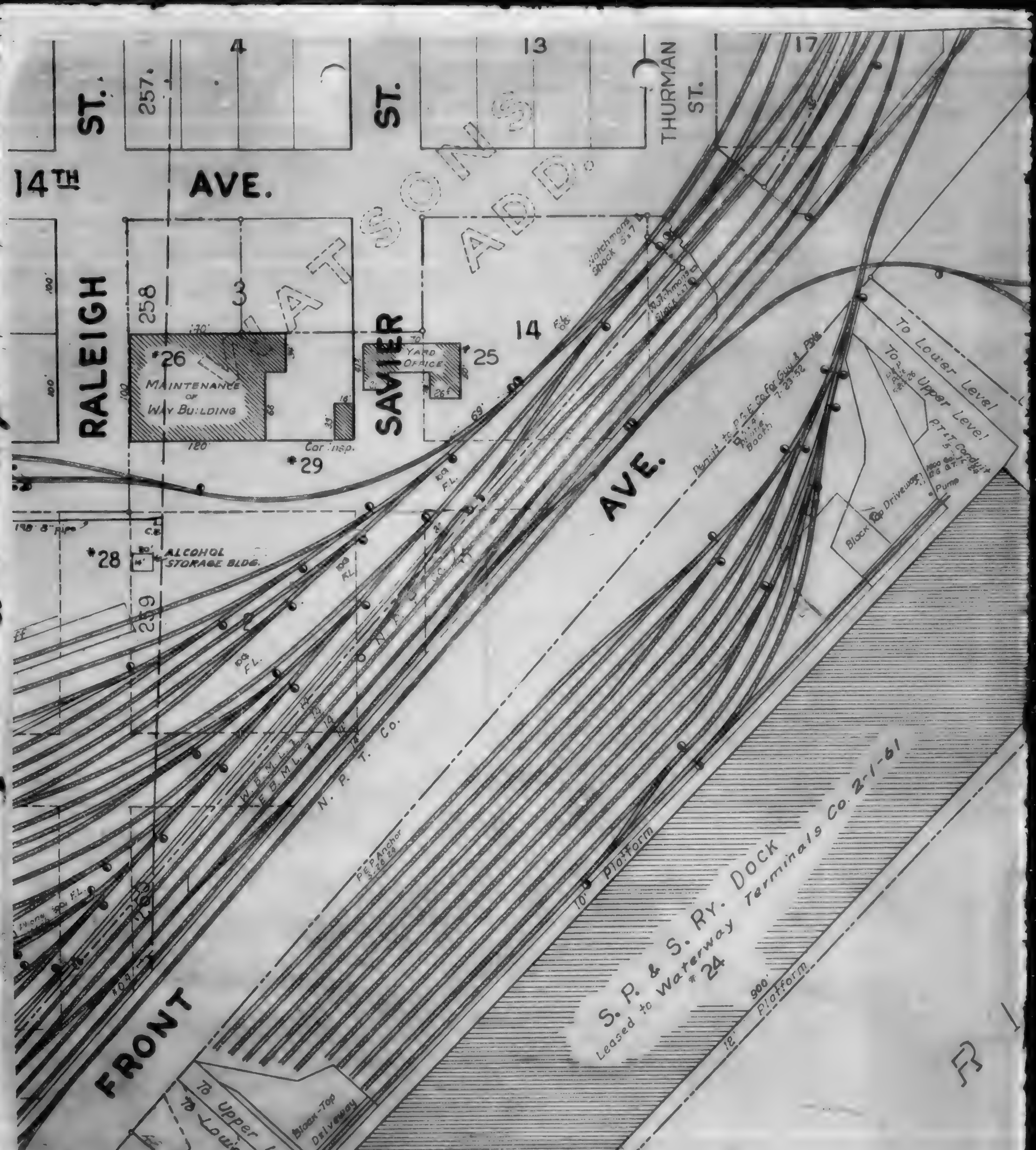
OREGON STATE HIGHWAY DEPARTMENT
Fremont Bridge
Proposed 14th Thurman
Interchange Revision
FB Mason, Metro Engr Dec. 20, 63
Scale 1"=20'

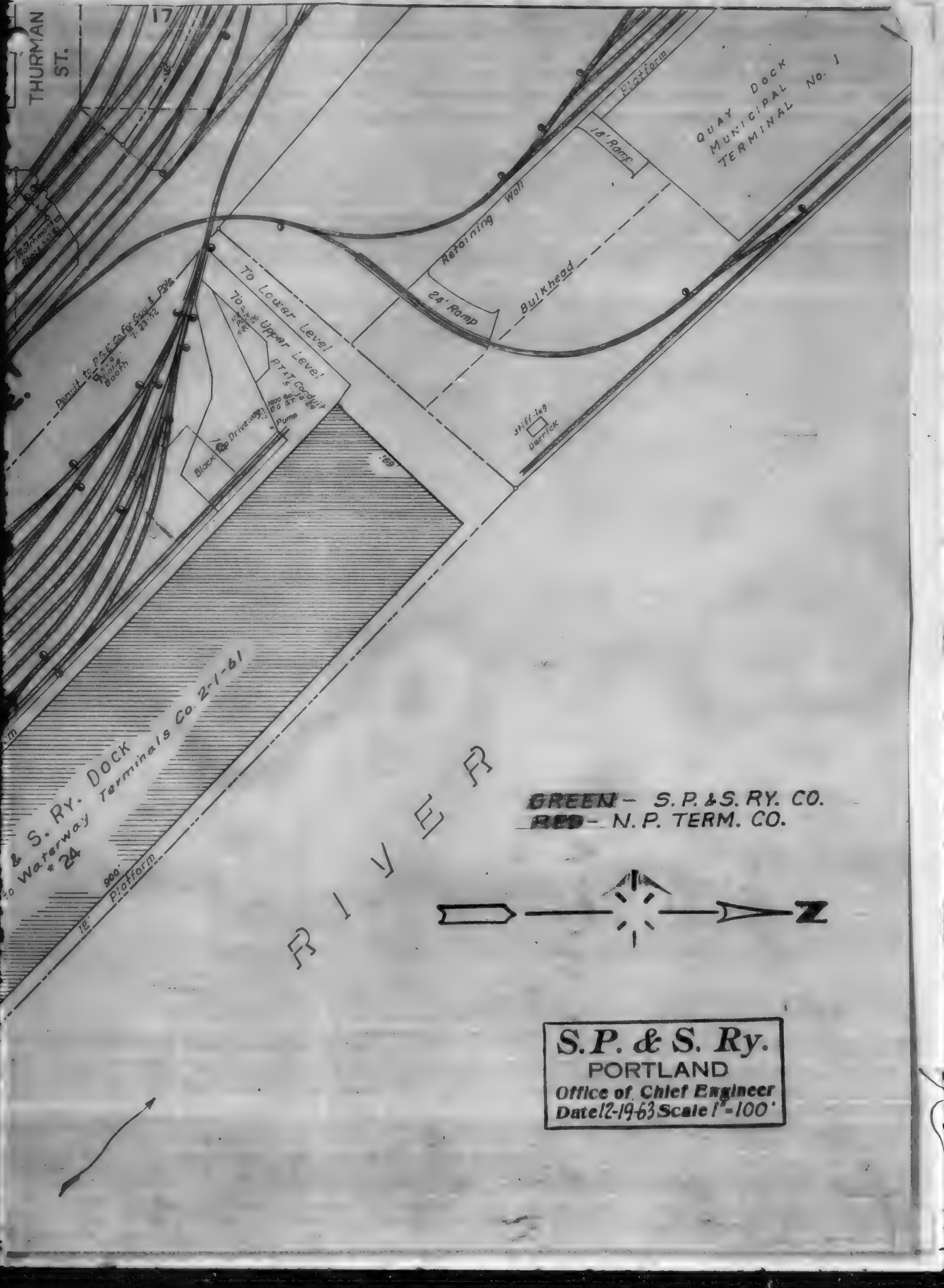

N. THURMAN
RD
Stop
14th AVE
775
Pier
Park
PLA



Plan 2

OREGON STATE HIGHWAY DEPARTMENT
Fremont Bridge
Proposed 14th Thurman
Interchange Revision
F.B. Moore Bridge Engr. Dec. 20, 63
Scale 1"=50'


4
13
17
THURMAN ST.
257.
ST.
ST.
14TH
AVE.
WATSON'S ADD.
RALEIGH
258
3
*26
MAINTENANCE OF WAY BUILDING
SAVIER
YARD OFFICE
*25
14
Watchman Shack
Watchman Shack
Car Insp.
*29
*28
ALCOHOL STORAGE BLDG.
259
AVE.
Permit to P.G.&E. Co. for Guy & Pole 7-23-52
Phone Booth
To Lower Level
To Upper Level
P.T.&T. Conduit
Pump
Block Top Driveway
N. P. T. Co.
W.B.M.L.1
E.B.M.L.1
P.G.P. Anchor
10' Platform
S. P. & S. RY. DOCK
Leased to Waterway Terminals Co. 2-1-61
*24
900'
12' Platform
FRONT
To Upper Level
To Lower Level
Block-Top Driveway
Permit to McCormick & Co. Inc. for across road 2-7-57
Pacific Coast Coal Co.
Permit to Crown Mills, Inc. for Road



GREEN - S. P. & S. RY. CO.
RED - N. P. TERM. CO.

S.P. & S. Ry.
PORTLAND
Office of Chief Engineer
Date 12-19-63 Scale 1" = 100'

RECEIVED
DEC 4 - 1963
FOR FILING

[illegible]
7214

November 26, 1963

Mr. Herbert W. Winfree
Attorney at Law
644 Pacific Building
Portland Oregon 97204

Wade

Dear Mr. Winfree:

With regard to R. M. Wade and Co. and your letter of November 19, we have received the Bureau of Public Roads' concurrence with our general plan in the Thurman-Upshur Street area of the westerly spur from the proposed Fremont Bridge. I am advised by Mr. W. T. Wright, Right of Way Engineer, that his people will begin work in that area at once.

In a matter of this sort, some time is required to establish the necessary limit of taking and to organize appraisal operations. This is already being done, and your client should be contacted by Mr. Wright's people very soon.

Your desire for early attention in this matter will again be called to Mr. Wright's attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
W. T. Wright

LAW OFFICE OF
HERBERT W. WINFREE
644 PACIFIC BUILDING
PORTLAND, OREGON 97204

TELEPHONE 227-2453
AREA CODE 503

November 19, 1963

WADE

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

RE: R. M. Wade & Co.

Dear Mr. Shaw:

Over three months have passed since your last advice under date of August 5.

At that time you advised that the delay was occasioned by lack of design approval and accepted right-of-way boundary. I would like to assume that these matters have now been partially, if not completely, resolved and would appreciate hearing from you along this line.

Whether or not your policy is to apply the term "hardship case" where right-of-way limits have been established, I am sure that you are aware that as the date for acquisition gets closer, the hardship to Wade & Co. is being multiplied.

Yours very truly,

Herbert W. Winfree

Herbert W. Winfree

HWW/da

11-20 Borbee advises that
as of Oct 31 R/w purchase
in this area was approved.
check files.

RECEIVED
NOV 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 6-61 36881

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1963

SUBJECT: Programing Fremont Bridge Section
Stadium Freeway
Multnomah County

To:
Mr. L. H. Young
Office Engineer

Building

By a letter dated September 26, 1963, Mr. Parsons of the Bureau requested review of our programing figure for the Fremont Bridge Section.

We have reviewed this matter, and herewith request programing in the amount of $900,000. for right of way. In addition to this, please arrange further programing of 16 business relocations in the amount of $25,600. This programing covers the area from N. W. 15th and 16th at Savier on the west side of the Willamette River to Interstate Avenue on the east side of the Willamette.

This should complete the programing for the Stadium Freeway.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:gc

cc - L. I. Lindas
M. Mitchell

Copy to J. W. Nash
10-21-63

RECEIVED
OCT 21 1963
OFFICE ENGINEERING
DIVISION

FORM CD-121 (9-22-58)
(PRES. BY A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon - 97301

Shaw

DATE: October 31, 1963

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.3EC Salem, Oregon

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section, Right-of-Way

In accordance with Mr. Nash's September 23, 1963 letter, our memorandum of September 26, 1963 and your PR-9 Program Change dated October 28, 1963, all concerned with the captioned project, we herein authorize you to proceed with the actual acquisition of the necessary parcels of property, effective this date. Right-of-way incidental costs were authorized by this office on March 2, 1962.

This authorization is subject to your appraisal of Parcels 35105 and 35108 on the basis that the remaining improvements be severed at the right-of-way line and allowance be made for walling the open end of the improvements. A study should be conducted to determine if a more economical solution can be arrived at in this manner rather than on the basis of removing the entire improvements.

Relocation costs for moving 16 businesses displaced by this project for an estimated amount of $26,000 is herein authorized.

Returned herewith is an approved copy of the PR-9 with the project name changed to reflect the actual project location, that is, Fremont Bridge Section rather than Fremont St. to Fremont Bridge.

This action increases Interstate funds obligated for the project by $854,000 and reduces your reimbursable obligation balance to $11,750,785 according to our records of this date.

cc Wright
[illegible]
Nash

FORM CD-121 (9-22-58)
(PRES. BY A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
497 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: September 26, 1963

FROM : A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
Right of Way

Please refer to Federal-aid Engineer J. W. Nash's letter of September 23, 1963 requesting our approval and authorization for the State to acquire right of way on the above mentioned project. Originally you programed the total estimated cost of right of way, $1,934,000, based upon the 104(b)5 estimate. Inasmuch as the bridge location has been moved since the time that this estimate was made, we request that a new estimate of the right of way cost be made and an appropriate program revision submitted.

We also wish to call to your attention that the original program did not include relocation payments or relocation advisory assistance. There are a number of industrial properties that will be eligible for relocation payments on this project.

As soon as we receive the required estimate and program change, if desired, we will take early action on authorizing right of way acquisition.

cc
10-1-63
Nash
Wright
Morgan
Mason

NOTED
LLOYD P. SHAW

RECEIVED
SEP 30 1963
OFFICE ENGINEERING
DIVISION

R[illegible]
SEP 27 [illegible]
OFFICE OF
STATE [illegible]

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-63

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AUG 6 - 1963

FOR FILING

August 5, 1963

Mr. Herbert W. Winfree
Attorney at Law
Oregon Bank Building
Portland 4, Oregon

Dear Mr. Winfree:

Reference is made to your letter of July 24 concerning the R. M. Wade Company property. The term "hardship case" as we have used it has been of necessity applied only where it was possible to definitely establish a design and its necessary right-of-way limits.

In the case of the Wade Company area, it is the approval of a design toward which our efforts are now directed. It is the lack of an accepted right-of-way boundary which prevents early negotiation, and all that is possible is being done to bring this rapidly into focus.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
L. I. Lindas
W. T. Wright
D. J. Barbee

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
OREGON BANK BUILDING
PORTLAND 4, OREGON

JOHN W. SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
RONALD B. LANSING

CAPITOL 8-6688

July 24, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

ATTENTION: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Gentlemen:

Thank you very much for your reply of July 23 indicating what the taking would be if the ramps are constructed in accordance with the preliminary sketch provided to me.

We have heardthe words "hardship cases" used many times in relation to the acquisition of property by the Highway Department. It is our thought that if a hardship case exists such as with R. M. Wade & Co. in accordance with information presented to you in Salem a couple of weeks ago, then it should rightfully concern the activity of the department in any and every stage of its activity which may affect such hardship case.

We recognize that the department must proceed with its work in an orderly fashion but wherever a hardship case exists, we feel it is only proper in the interest of maintaining and promoting Oregon industry, that every division or every level of the department should be apprized of the hardship case so that all activity of the department will act accordingly.

You have advised that the division of your department assigned the work of design for the Fremont Bridge and South Bank Interchange will not be able to present a firm design "in less than several months".

Inasmuch as R. M. Wade & Co. is a hardship case and is becoming more of a one, if possible, every day, I wish

copies To: Lindas
Wright
Barbee

Mr. Forrest Cooper
Att: Mr. Lloyd P. Shaw
Page 2
July 24, 1963

you would assure me that the above-mentioned division is giving this design matter its absolute top priority.

Thank you again for your assistance in this matter.

Yours very truly,

Herbert W. Winfree

Herbert W. Winfree

HWW/da

cc: Mr. Wade Newbegin
R. M. Wade & Co.
1919 N. W. ThurmanStreet
Portland 9, Oregon

RECEIVED
JUL 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 25 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 24 1963
FOR FILING

A

July 23, 1963

Mr. H. W. Winfree
Shuler, Sayre, Winfree, & Rankin
Attorneys at Law
Oregon Bank Building
Portland, Oregon

Dear Mr. Winfree:

With regard to the R. K. Wade property between N. W. Upshur and N. W. Thurman Streets, we have been ordered to make additional studies before approval of our ramp design will be considered by the Bureau of Public Roads. If, after further study is given, this design (the sketch which was given to you) proves to be final, right of way would be acquired on the basis of a fee taking to include all area within 15 feet of the outside limits of the structures. The fee taking would not prohibit assess beneath the structures where overhead clearance was available but would limit use of the right-of-way area to access only. In other words, storage of materials, construstion of buildings, etc., would not be permitted.

The 15-foot clearance limit is a theoretical minimum; 25 feet being considered the desirable limit. In the case of the Wade property, I feel that the minimum would be adherred to. There is a strong probability that the present buildings could remain but that conflict with access to those buildings would exist. This would be in the form of bridge columns or footings which, at this time, have not been designed. A firm design cannot be presented in less than several months.

All the above commentary is based on the hypothesis that the design given you proves to be acceptable. I hope this information will be sufficient to allow your client to make whatever decisions are necessary in regard to utilization of his plant.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper

FORM E-30 50M 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1963

SUBJECT: West Freemont Interchange
R. M. Wade Company

To: Mr. Lloyd Shaw
Asst. State Highway Engineer
BUILDING

Pursuant to the request made by you and Mr. Lindas, I telephoned Mr. H. W. Winfree, attorney for R. M. Wade Company, on this date.

I informed Mr. Winfree that our final location for the West Fremont Interchange had not been established and quoted him portions of the letter from A. W. Parsons to Mr. Forrest Cooper, dated July 16, 1963, which covered at least three items that must be completed before right of way can be purchased and the final line established. I did not mention the "industrial freeway" which is referred to in said letter.

Mr. Winfree stated that all he desires is a representation of what will be the physical taking from R. M. Wade Company, if we follow the construction plan shown on the last map which was apparently discussed at a meeting between you and various other parties last week. With respect to the physical taking he had two direct questions, as follows:

1. What physical taking will occur, either by fee or easement, if there are one or more pillars located in the loading area?
2. What will the taking be, either by fee or easement, if the area is spanned without pillars?

Mr. Winfree is not interested in appraisals but merely a representation on the above described construction map of how much area we would take if the plan, as shown to him, is carried out. Mr. Winfree fully realizes that this is not our final plan and that we may change it at any time, but he is interested only in what our taking will be if the plan as shown is carried out.

Mr. Winfree requested that you telephone him on Wednesday, July 24, for a further conversation on this matter.

Enclosed herewith is a copy of the Bureau's letter and the notes accompanying the same which I received from Mr. Lindas.

Frank

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks-attach.
cc: L. I. Lindas
W. T. Wright

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 16, 1963

Original signed by
A. W. Parsons

A. W. Parsons, Division Engineer
Salem, Oregon

West Fremont Interchange
Project I-405-8(1)301

We have reviewed the subject interchange layout and find several items which need additional clarification. These items are as follows:

1. The predicted traffic volumes (1975) that will be placed on the city street system due to the construction of the Upshur-Thurmond Street ramps will create an untenable situation without some major street improvement in the area. It is our understanding that these ramps would connect, at some future date, to an industrial freeway. Some interim plan should be developed that would help alleviate the traffic congestion. One consideration would be the extension of Upshur St. to the west to 25th Ave., then establishing an Upshur-Thurmond couplet. A plan showing how the future industrial freeway will connect to the proposed ramps should be presented.

2. Further analysis indicates complex structural problems at Thurman-Savier St. Solution to these problems appears extremely costly and would probably be somewhat objectionable to the city with regard to aesthetics. We feel that this problem should receive serious consideration. Repositioning the ramps and a cost comparison of alternate solutions should be made.

3. Final elevation of the Fremont Bridge across the Willamette River would also have some influence on the ramp location and construction. Although we are aware of the discussions held with the local pilots, dock commission, and other interested parties, we have no statement of feeling on your part of what this final elevation will be or the amount it will fluctuate and affect the final location of the ramps.

We feel that after you have given sufficient study to the above mentioned items and if the interchange layout is still adequate, it should be approved without any question. Right-of-way acquisition in this area should be withheld only until study is completed, for all features of the design are interrelated and must be considered together before finalizing the exact location of the roadway.

NOTED
LLOYD P. SHAW

original To
Barbee
7-18-63
Copy To Linder 7-22-63

RECEIVED
JUL 22 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 11, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Right of Way Hardship Files
Stadium Freeway

Dear Sir:

This will extend our thanks for your participation yesterday with Mr. Lindas, Mr. Shaw, Mr. Barbee, and I, in our conference with the owner and attorney for the R. M. Wade Company property which is situated at 19th and Thurman on the Stadium Freeway line in Portland.

This letter is further intended to confirm my statement that we have been under pressure for some time to negotiate, as hardship cases, necessary right of way from three business properties situated on the Stadium Freeway ramp which runs northwesterly from the interchange with the southerly end of the Fremont Bridge. The properties in point are the R. M. Wade Company, Stein's Bakery (File No. 25491) and the Santa Clara Hatchery (No. 35749).

[illegible]

All owners allege that the scheduling of a move is complex and time consuming, and that early advice is necessary in order that their moves will meet our contemplated construction schedules.

I regret that our urgent need for review of our proposed design was not made clear to you at the time of its submission.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

LLOYD P. SHAW

WTW:SM
cc: Lloyd Shaw
D. J. Barbee
L. N. Young
L. I. Lindas

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JUL 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 15 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1963

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

Reference is made to the meeting this afternoon with members of the R. M. Wade Company, Mr. Lindas, Mr. Wright, Mr. Barbee, Mr. Shaw, and Mr. A. W. Parsons of the Bureau, who was present the latter part of the meeting.

Mr. Parsons informs me (4:25 p. m.) that the Bureau can find no record of a formal submission of the West Fremont Interchange ramp. The Bureau has found, under date of June 19, a rough draft written by Gordon Brooks in which he has asked for more information in regard to certain features of the Upshure-Thurman ramp. not sent out

As it appears that there has been no note of urgency for approval conveyed to the Bureau insofar as it is able to ascertain, will you please make an immediate contact with Mr. Brooks, who, incidently, will return to the office tomorrow morning, and attempt to expedite matters with the Bureau.

We have letters of transmittal

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

NOTED
LLOYD P. SHAW

LPS:ajw

See attached copy of May 21 letter to BPR ~~requesting~~ "formal submission & request for approval" ADL.

CONSTRUCTION DIVISION
RECEIVED
JUL 11 1963
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MAY 10 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 8, 1963

R. M. Wade and Company
Property-Thurman Street
Stadium Freeway

Mr. Herbert W. Winfree
Attorney at Law
Oregon Bank Building
Portland 4, Oregon

Dear Mr. Winfree:

This will respond to your letter of May 3 relative to a future taking of a property from the R. M. Wade and Company ownership on Thurman Street.

The best estimate I am able to obtain from our Construction Division leads me to believe that approval of a design may not occur before July 1, 1963. The preparation of right of way descriptions could begin very shortly after the approval of a design.

Relative to the other points raised in your letter of April 23, I make this comment: We will expect to purchase our right of way from the Wade property in fee simple. In the event of severance or alienation of portions of property from existing access to a public street, we will permit the owner to retain an easement for transit of vehicles beneath our structure.

We are not authorized to negotiate with a private owner on the basis of his retention of rights for storage or operation beneath our structures. It is possible that upon completion of construction, a lease might be executed which would permit such useage. We will not, however, make that a contingency in a negotiation for acquisition of the needed right of way.

If you believe that a conference preliminary to the writing of a right of way description would be beneficial to the solution of problems which may confront your client, I should be happy to arrange such a meeting with you.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

NOTED
LLOYD P. SHAW

RECEIVED
MAY 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

WTW:SH
cc: Lloyd Shaw✓
D. J. Barbee
L. I. Lindas

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MAY 2 - 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 1, 1963

R. M. Wade and Company
Property - Thurman Street
Stadium Freeway

Mr. Herbert W. Winfree
Attorney at Law
Oregon Bank Building
Portland 4, Oregon

Dear Mr. Winfree:

I have been asked to reply to your letter of April 23, 1963 addressed to Mr. Shaw and relating to subject property.

Our design, as it will affect the Wade property, has not yet been finalized or approved. Until the design is completed, it is not possible for us to have a meaningful discussion with you relative to the affect upon the property of our proposed construction. We are aware of the requirements of time for a business to re-establish normal operations and are exerting every effort to complete the design in the area as soon as possible.

The situation of your client is firmly in our mind and you may be assured that we will be in contact with you as soon as a description has been drawn for the property which will be needed from R. M. Wade and Company.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Lloyd Shaw
D. J. Barbee
S. N. Mayhew

NOTED
LLOYD P. SHAW

RECEIVED
MAY 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
OREGON BANK BUILDING
PORTLAND 4, OREGON

JOHN W SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
RONALD B. LANSING

CAPITOL 8-6688

April 23, 1963

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. Lloyd P. Shaw

Gentlemen:

Thank you for your kindness in sending a map of the tentatively revised freeway at the area adjacent to the Wade & Co. property.

It would appear that the line of the ramps has been shifted slightly away from the First National Bank, Industrial Branch, Building and that it has been moved slightly southerly from the Wade & Co. building. It is with regret, however, that I notice that the ramp still passes over the loading area and outside storage yard. This, of course, would have a very severe affect upon the company's normal operations. It certainly raises questions as to what will be the respective rights of the property owner and the state in the area under and near the ramps, such as the area under the easement required by the Bureau of Roads. These considerations also will likely be affected by the position of the posts.

As previously expressed to you, and as I am sure you recognize, the company cannot engage in even a partial relocation without years of planning and activity. It is my earnest thought that R. M. Wade & Co. is what I believe you term a hardship case and is entitled to a conference with your department to determine what the relative rights subsequent to construction will be so that a preliminary determination can be made as to what action will have to be taken.

May I please hear from you.

Yours very truly,

SHULER, SAYRE, WINFREE & RANKIN

Herbert W. Winfree

Herbert W. Winfree

HWW:nh

cc: Mr. Wade Newbegin

NOTED
LLOYD P. SHAW

RECEIVED
APR 1 - 1963

FOR FILING

March 29, 1963

Wade Prop
19th – Thurs

Mr. Herbert W. Winfree
Shuler, Sayre, Winfree & Rankin
Attorneys at Law
Oregon Bank Building
Portland 4, Oregon

Re: West Fremont Interchange
Stadium Freeway
Multnomah County

Dear Mr. Winfree:

Enclosed is a print showing a possible revision of our ramps to 21st Avenue from the proposed Fremont Bridge. This plan is at present being checked on the ground for clearances to existing culture.

The print is being sent at your request with the stipulation that it must be considered preliminary and in no way binding as to actual alignment of the ramps to be constructed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enc.

cc Forrest Cooper
F. D. Morgan

DNS:jp: ajw

PLEASE RETURN TO
LLOYD P. SHAW

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
OREGON BANK BUILDING
PORTLAND 4, OREGON

JOHN W. SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
RONALD B. LANSING

CAPITOL 8-6688

March 19, 1963

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Shaw:

Thank you very much for your letter of March 15 discussing the effect of the Stadium Freeway program on R. M. Wade & Co. property.

36118

I am somewhat concerned regarding your comments as to access to the property, even though the placement of the ramps may be moved southerly from the location shown on your charts of last summer.

It would be my assumption that your department probably has revised charts of the freeway extending from approximately 18th to 21st Avenues. I would indeed appreciate a copy showing the revised thinking even though, as you state, it would be definitely indicated that such chart would not disclose the final location.

Yours very truly,

Herbert W. Winfree

HWW/da

CONSTRUCTION DIVISION
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MAR 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 19 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 18 1963

FOR FILING

March 15, 1963

Mr. H. W. Winfree
Attorney at Law
Oregon Bank Building
319 S. W. Washington
Portland, Oregon

Dear Mr. Winfree:

I indicated to you during our conversation earlier this month that I would give you our best guess as to the effect of the Stadium Freeway on the R. M. Wade Company property at 19th and Thurman Streets.

I told you at that time some adjustments in design of the ramps to Fremont Bridge were being considered and, at best, I could only give you the current thinking as to the location of the ramps. This is precisely the case, and the following is purely tentative and subject to change.

It appears that a line shift, southerly, away from the Wade building may be feasible. If so, the structure probably will fall more than the required minimum of 15 feet from the nearest point on the building and, hence, will not require its removal.

A taking would more than likely be required in the southwest quarter of the block. As now conceived, the ramps would be elevated and access to remaining property from the existing street would be possible at designated points beneath the structure.

Use of under-ramp areas, while now recognized as an acceptable practice, has not been finalized in this State. If any use other than a means of access to property from the existing city street system were considered, it would be on an individual basis with weight given to both State and National policies then in effect.

I hope this will be of some assistance to you and invite further contact as our plans are firmed up.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper

RECEIVED
MAY 2 - 1962
FOR FILING

April 30, 1962

Mr. Herbert W. Winfree
Attorney at Law
Oregon Bank Building
Portland 4, Oregon

Dear Mr. Winfree:

Reference is made to your recent letter which concerns the possible effect of the Stadium Freeway on the property of the R. M. Wade and Company. You stated that this property is between Thurman and Upshure Streets and faces N. W. 19th Avenue.

We have avoided replying to your inquiry until we were sure that our preliminary design was far enough along to definitely determine what effect it may have. This property is in the area of the ramps that will lead from the Stadium Freeway and connect to the street system in the vicinity of 21st and Upshure. It appears that all of the highway work will be free of the Wade Company Building, although some of the yard area in the rear might be encumbered with bents or columns. I believe that our design can be worked out so that your client will suffer a very minimum of inconvenience.

If you wish to discuss this matter with us, we will be happy to do so at any time convenient to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
OREGON BANK BUILDING
PORTLAND 4, OREGON

JOHN W. SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
RONALD B. LANSING

CAPITOL 8-6688

March 28, 1962

Mr. Forrest Cooper
Office of the State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Once again I am writing you in connection with the effect of the Foothills Freeway on property now owned and used as a base of operations for R. M. Wade & Co. of this city.

From recent newspaper reports it appears that the Foothills program now has a complete "green light" and that negotiations are underway with establishments who will be required to re-locate.

R. M. Wade & Co. occupies with active operations almost all of the block bounded by Thurman, N. W. 19th and Upshur Streets. The most recent chart of the Freeway made available to us, shows that this Freeway and the proposed Fremont Bridge Interchange will require the use of all Wade & Co. property. It will be necessary for the Company to obtain a new site, engage architects and completely reconstruct on such new site, an office, warehouse building, and appurtenant facilities. It is anticipated that such a program would encompass at least a two-year period, and I would therefore appreciate information concerning your schedule for negotiations with R. M. Wade & Co., and a projected date as to when the property may actually be required for Highway Department use.

I will be happy to visit your offices in Salem to discuss this matter in detail with appropriate members of your Department if you so desire.

Very truly yours,

SHULER, SAYRE, WINFREE & RANKIN

Herbert W. Winfree
Herbert W. Winfree

Porter

HWW:cb

CC: Mr. Wade Newbegin

NOTED
R. L. PORTER

RECEIVED
MAR 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1961
FOR FILING

September 11, 1961

Shuler, Sayre, Winfree & Rankin
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Herbert M. Winfree

Gentlemen:

I am writing to you in reply to your letter of August 21, 1961, concerning the R. M. Wade & Company property at 19th and Thurman Streets in Portland. I wish to advise you that a portion of this property will be needed for future highway right-of-way purposes when the West Fremont Interchange connects to the local street level.

The story that the Portland newspapers carried concerning the right-of-way acquisition for the Stadium Freeway was correct and we are proceeding with land acquisition in the near future. The acquisition of the right of way for the Stadium Freeway is a large and complex undertaking and will probably require about four years to complete. The rights of way that will be needed for the construction of the West Fremont Interchange will be acquired in the latter stages of our right-of-way acquisition program for the Stadium Freeway.

The situation relative to the R. M. Wade & Company property still remains the same as it was the last time you talked to Mr. D. J. Barbee and considerable time will probably elapse before negotiations begin with your client.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

JA:jk fn

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
OREGON BANK BUILDING
PORTLAND 4, OREGON

JOHN W. SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH

CAPITOL 8-6668

August 21, 1961

1919 NW Thurman St.

State Highway Engineer
State Capital Building
Salem, Oregon

Attention: Mr. Barbee

Dear Sir:

A year ago last spring, on behalf of R. M. Wade & Co. whose place of business is at 19th and Thurman Streets in Portland, I discussed with you the general programming for acquisition of property necessary for the Commission to proceed with the Foothills Freeway. At that time, you estimated it would probably be three or four years before the Commission would undertake any activity to acquire property necessary for the interchange area of a foothills route with the proposed Fremont Bridge, and the East-West main arterial connection.

As you are undoubtedly aware, the Portland newspapers carried a story about a week or so ago that the Commission was preparing to proceed immediately with land acquisition for the Foothills Freeway. It is recognized that the current administration is taking all steps possible to speed up availability of funds for highway construction.

We have some reason to believe that perhaps the newspaper article referred to acquisition of property extending easterly and southward only to the approximate location of the Multnomah Stadium; however, a further word from you at this time would indeed be appreciated as to what period of time may elapse before definite moves will be made by the Commission to negotiate for property in the vicinity of 19th and Thurman, or in other words, the Fremont Interchange.

Very truly yours,

SHULER, SAYRE, WINFREE & RANKIN

Herbert W. Winfree

Herbert W. Winfree

R/d
3 B

Barbee

HWW:cb

CONSTRUCTION DIVISION
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AUG 8 - 1963

FOR FILING

I-405-8(30) 303

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August 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: West Fremont Interchange
Stadium Freeway
Project I-405-8(1)301

Dear Sir:

Your letter of July 16 raised several questions in regard to the subject interchange. These have been investigated and the findings are as follows:

1. Traffic which will be placed on the city street system due to the construction of the Upshur-Thurman Street ramps has been investigated, and it is believed that this can be adequately handled by utilization of the existing street system by conversion of portions of Vaughn and Thurman to a one-way couplet. This has been referred to the City and we believe that it will be acceptable as an interim plan. A sketch of the proposed couplet is enclosed, along with a copy of the interchange sheet indicating the treatment at the end of the ramps and provision for future construction at that point.

2. The Bridge Division has indicated that the structural problems involved in this design are not insurmountable and has supplied copies of the tentative span and column arrangements to you by a previous submittal. Alternate ramp designs would only move the problems into different areas and increase the right-of-way takings.

3. Final elevation of the Fremont Bridge seems to have settled down to 164 feet clear at the harbor line. (Elevation 167, City of Portland Datum.) It is believed that this will not fluctuate more than five feet and would not affect the grades on the ramps.

If this is satisfactory, please approve the enclosed interchange sheet and return to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enc.

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. N. Maison

ADO:jp: ajw

FORM CD-121 (9-28-59)
(PRES. BY A.O. [illegible]-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 16, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

CONSTRUCTION DIVISION
[illegible]
JUL 18 1963
[illegible] CE ACE ACE B [illegible]

SUBJECT: West Fremont Interchange
Project I-405-8(1)301

We have reviewed the subject interchange layout and find several items which need additional clarification. These items are as follows:

1. The predicted traffic volumes (1975) that will be placed on the city street system due to the construction of the Upshur-Thurmond Street ramps will create an untenable situation without some major street improvement in the area. It is our understanding that these ramps would connect, at some future date, to an industrial freeway. Some interim plan should be developed that would help alleviate the traffic congestion. One consideration would be the extension of Upshur St. to the west to 25th Ave., then establishing an Upshur-Thurmond couplet. A plan showing how the future industrial freeway will connect to the proposed ramps should be presented.

2. Further analysis indicates complex structural problems at Thurman-Savier St. Solution to these problems appears extremely costly and would probably be somewhat objectionable to the city with regard to aesthetics. We feel that this problem should receive serious consideration. Repositioning the ramps and a cost comparison of alternate solutions should be made.

3. Final elevation of the Fremont Bridge across the Willamette River would also have some influence on the ramp location and construction. Although we are aware of the discussions held with the local pilots, dock commission, and other interested parties, we have no statement of feeling on your part of what this final elevation will be or the amount it will fluctuate and affect the final location of the ramps.

We feel that after you have given sufficient study to the above mentioned items and if the interchange layout is still adequate, it should be approved without any question. Right-of-way acquisition in this area should be withheld only until study is completed, for all features of the design are interrelated and must be considered together before finalizing the exact location of the roadway.

RECEIVED
JUN 21 1963
FOR FILING

FORM E-30X—30M—10-62 46023

I-405-8(20) 503
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1963

SUBJECT: West Fremont Bridge Interchange

To: F. D. Morgan
Construction Engineer
Office

In accordance with Mr. A. D. Olson's letter of May 16, we have analyzed the West Fremont Bridge Interchange proposals, one of which eliminates the weaving sections and reduces the rise and fall.

The attached sketch shows the two proposals under study.

Using the Bureau of Public Roads values for vehicle foot lift, we estimated the annualsavings through the reduction of rise and fall to be $22,000. Over a 40 year amortization life of the structure, this would amount to $880,000.

We also made a study of the capacity of the weaving areas. Assuming that the structure is built and in operation by 1966, it is estimated that the weaving area involving the Fremont Bridge to N. W. Glisan Street movement and the N. W. Thurman Street to Stadium Freeway movement would reach its practical capacity in 1981. The weaving area involving the Stadium Freeway to Freemont Bridge movement and the N. W. Glisan Street to N. W. Upshur Street movement would reach its practical capacity in 1987. It is estimated that the practical capacity of the Fremont Bridge will be reached in 1991. Therefore, the two weaving sections will reach capacity prior to the main structure of the bridge and will control the capacity during peak hours.

It is felt that a substantial monetary savings can be realized through a reduction in accidents by elimination of the weaving areas. A search of the files did not reveal any before and after studies in connection with accidents in weaving areas. Therefore, it was impossible to determine the monetary savings that might be realized through the reduction of accidents.

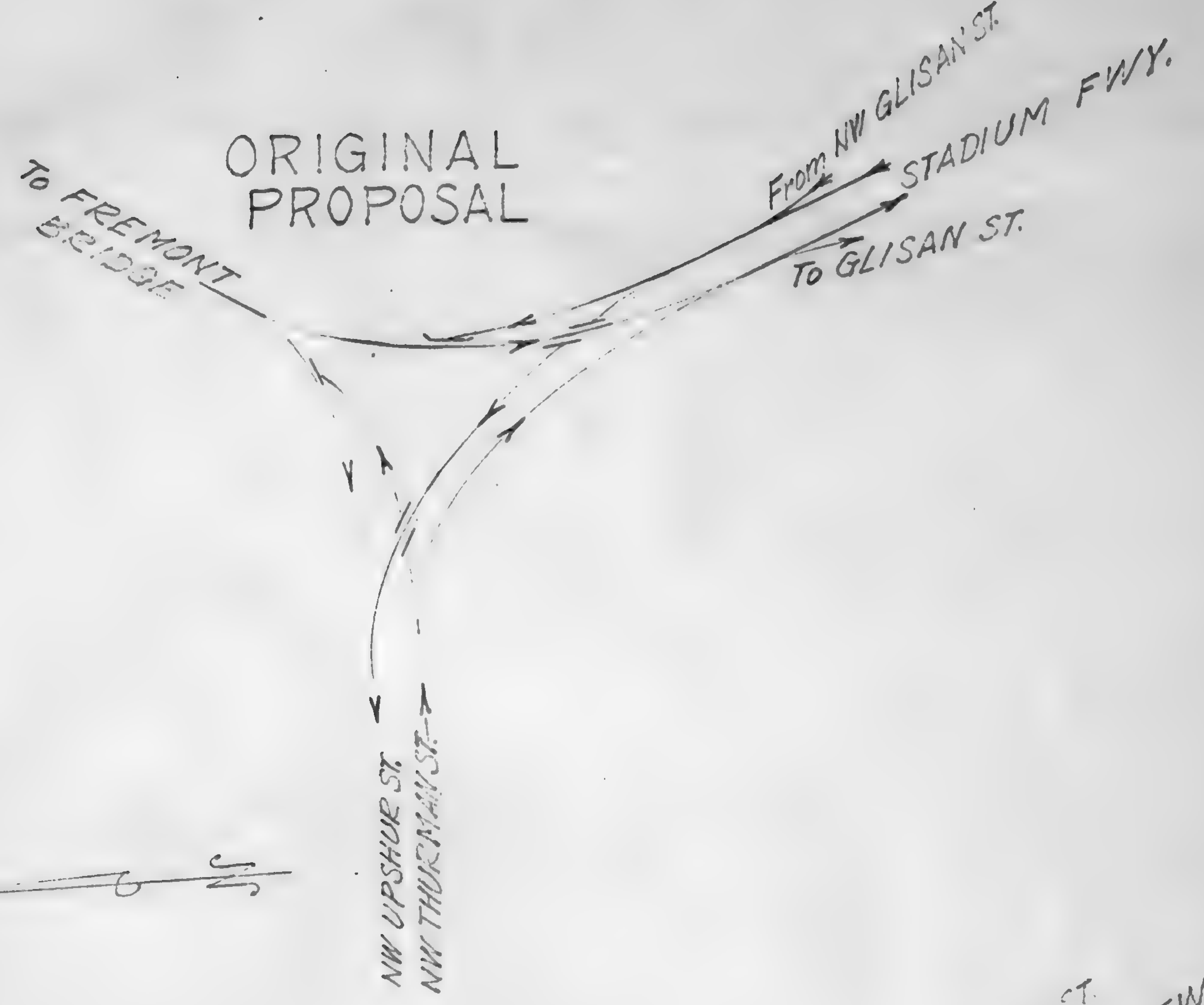
Future traffic information was obtained from the Traffic Survey Unit of the Planning Survey Section and has been checked against preliminary 1980 computer assignments developed in connection with the Portland-Vancouver Transportation Study. While the latter data is preliminary and subject to further refinement, it does bear out the predictions made by the Traffic Survey Unit.

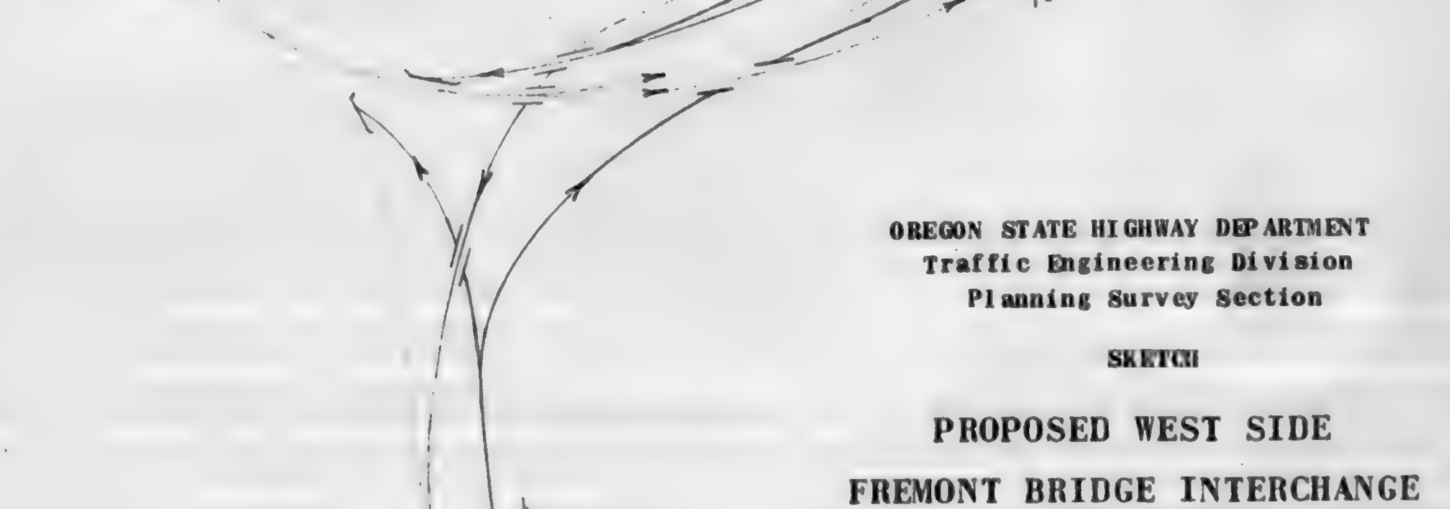
NOTED
TOM EDWARDS

E. R. Crandall
Traffic Engineer

RECEIVED
JUN 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

GLS:dk
Attachment
cc: Tom Edwards





OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

SKETCH

PROPOSED WEST SIDE
FREMONT BRIDGE INTERCHANGE
PORTLAND

No Scale **May, 1963**

RECEIVED
MAR 27 1963
FOR FILING

5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-405-8(20)303
7214

Salem, Oregon
March 22, 1963

SUBJECT: West Fremont Interchange
Stadium Freeway
Multnomah County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

In reply to your query as to the reason for the line change on the Fremont Bridge tangent, I am advised that this was at the request of the Bridge Division in order to miss the supporting structure of the Port of Portland's stiff leg crane and also to bring the columns down in the corner formed by Thurman and 14th. This line is being run in the field and upon verification the new right of way will be laid out.

We have also sent the information on the tangents at the bank and at the Wade property to the field, and upon receiving the ties to those buildings we should be able to complete the design on the West Fremont Interchange.

F.D. Morgan
Construction Engineer

By
ADOlson
A.D. Olson
Urban Engineer

NOTED
LLOYD P. SHA

ADO:jp

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

7214 W. Fremont Interch. Sec. of 1974
the Stadium Fwy.
(Grad,pav.,struct.,sign,& illum)

CONFIDENTIAL

#1214

copies in #1311
#1310 & slip 3-1
4

Fremont Bridge
Paint Claim

TRANSMITTAL SLIP

DATE 10-22-74

BALDWIN
KLABOE
[✓ JOHNSON]
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
OFFICE ENGINEERING
PARKS
PERMITS & WEIGH.
PERSONNEL
PLANNING
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: AL JOHNSON

FROM: Potter ENVIRONMENTAL SEC

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☒ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS the price list is probably out of date - we have on order info on other company's analyzers, but DEQ tell us this is probably the best......

2 copies attached.

FORM 81-734-3100 P*79677-734

TRANSMITTAL SLIP

DATE 10-23-74

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
[✓ MAINTENANCE]
MANAGEMENT SERVICES

MATERIALS
OFFICE ENGINEERING
PARKS
PERMITS & WEIGH.
PERSONNEL
PLANNING
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: [illegible]

FROM: H. S. COULTER

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☒ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

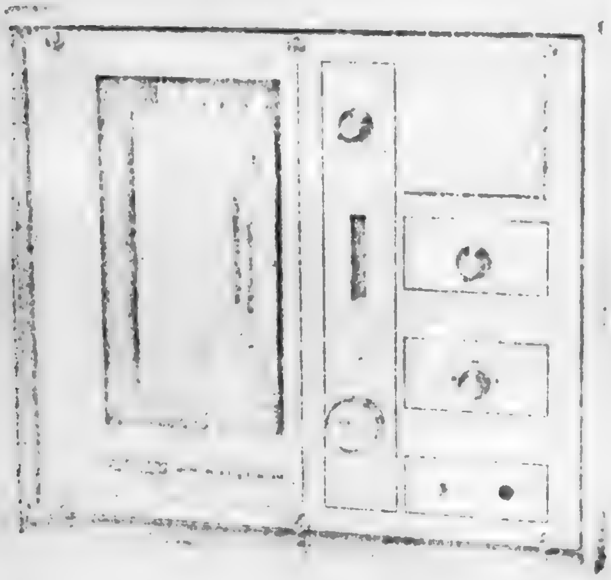
COMMENTS [illegible]
[illegible] possible [illegible]
[illegible] Paint Claim [illegible]
[illegible]
[illegible]

Toll Free (800) 426-7974
for Sales & Service

CHUCK McDONALD
SENIOR SALES REPRESENTATIVE

Beckman INSTRUMENTS, INC.
PROCESS INSTRUMENTS DIVISION
300 - 120TH AVENUE, N.E., BUILDING 3, SUITE 131
BELLEVUE, WASHINGTON 98005 (206) 454-9528

MODEL 906A SO_2 ANALYZER



The Beckman Model 906A Sulfur Dioxide Analyzer can now deliver two improved performance specifications (see below).

Range: 0-0.25, 0-0.5, 0-1, and 0-2 ppm by volume selectable by front panel mounted switch

Minimum Detectable Limit: 0.01 ppm

Complete details are available from your local Beckman Process Sales Representative. Ask him about them.

BECKMAN INSTRUMENTS, INC.
PROCESS INSTRUMENTS DIVISION
FULLERTON, CALIFORNIA

P72615-1271-91P PRINTED IN U.S.A.

Delivery: 2-3 weeks

Beckman

MODEL 906A SO_2 ANALYZER

Price List 4097A PL

March, 1972

PART NO.	DESCRIPTION	PRICE
190604	A completely self-contained unit designed for the analysis of SO_2 concentration in ambient air. Consists of sample scrubber, zero filter, detector cell, sample pump, and flow controller mounted in a single compact case	$2,760.00
191094	Accessory Kit required for panel mounting of analyzer	40.00

Recommended Spare Parts List

PART NO.	DESCRIPTION	AMT.	PRICE
777003	Fuse, 3 amp (pkg. of 25)	1	$ 3.95
777156	Fuse, .25 amp (pkg. of 10)	1	4.20
191057	Electrolyte Pint	1	10.00
630685	Thermistor	1	24.00
191524	Scrubber Cartridge	3	18.50
194972	Zero Gas Filter	1	6.50
777568	Flapper Pump (pkg. of 8)	1	6.75
856251	Relay, amperite	1	8.25
777567	Diaphragm Pump (pkg. of 5)	1	9.45
193278	Reference Electrode	1	56.00
631260	Reference Electrode Replacement Cartridge	3	12.00
777570	Gasket Pump (pkg. of 25)	1	3.95
191394	Tubing, Capillary (inc. cork) (pkg. of 4)	1	20.00
631255	Periodic Maintenance Kit for Model 906A SO_2 Analyzer		68.50

Consists of:

PART NO.	DESCRIPTION	AMT.
191057	Electrolyte	1 pt.
631260	Reference Electrode Replacement Cartridge	3
191524	Scrubber Cartridge (sample)	3
191394	Tubing Capillary (inc. cork)	1 (pkg. of 4)

(Sufficient material for 3 maintenance cycles)

NOTE: If it is necessary to hold instrument down time to a minimum your stocking the following parts is recommended.

PART NO.	DESCRIPTION	AMT.	PRICE
193940	Detector, Less Electrodes	1	$ 140.00
190395	Power Supply Assembly	1	103.00
194983	Board Water Addition	1	95.00
190326	Amplifier Assembly	1	164.00

NOTE: The calibration gas is certified 1 ppm sulfur dioxide in prepurified nitrogen. Order on a cylinder exchange basis directly from The Matheson Company, Inc.

(All prices are f.o.b. shipping point, and are subject to change without notice. Our terms are net 30 days.)

ECEIVED
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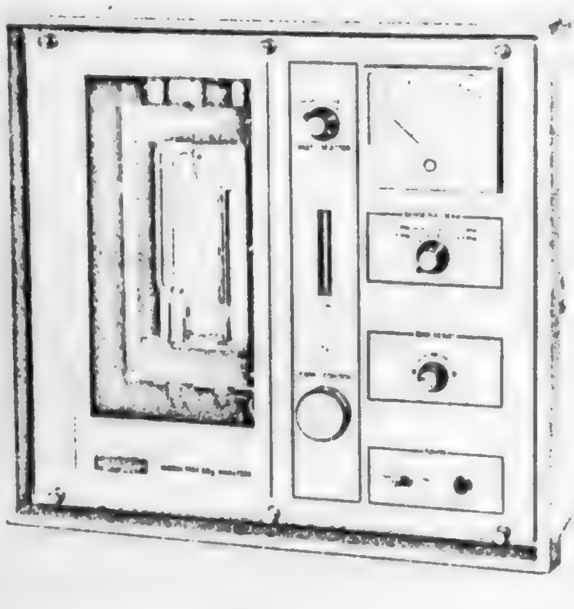
EFER TO
FOR

PROCESS INSTRUMENTS DIVISION
FULLERTON, CALIFORNIA

P72670-372-30 PRINTED IN U.S.A.

BECKMAN MODEL 906A

SULFUR DIOXIDE ANALYZER



- *SPECIFIC ANALYSIS*
- *FOUR OPERATING RANGES*
- *CONTINUOUS DIRECT LINEAR READOUT*
- *SERVICEABILITY*
- *LOW MAINTENANCE*
- *RUGGED CONSTRUCTION*

The Beckman Model 906A SO_2 Analyzer provides an accurate, reliable means of continuously monitoring trace concentrations of SO_2 in ambient air. The advanced design of the instrument has eliminated the need for reagents, metering pumps, fragile glass contactors, and other complex components previously associated with air monitoring instrumentation.

Specific, continuous, and accurate determinations of SO_2 atmospheric concentrations are made by utilizing the technique of secondary coulometry in combination with selective scrubbers.

Readout is displayed on a large, front-panel meter and connections for a recorder are provided.

PRINCIPLE OF OPERATION

The flow diagram illustrated in Figure 1 shows the sample flow through the instrument and identifies the main components.

An air sample is drawn through a detector cell which contains a buffered solution of potassium iodide (KI). Any SO_2 in the air sample is oxidized by the electrogenerated iodine, and any unreacted iodine is immediately reduced back to iodide at the cathode.

A reference electrode is connected in parallel with the platinum anode and cathode. The reference electrode serves as a reference to both poles and registers any unbalance between the cathodic output and the anodic input current.

Any sulfur dioxide present in the sample competes with the cathode for the electrogenerated iodine and, as a result, the output current and the cathode is some value less than the input current. This difference is directly related to the concentration of the SO_2 in the sample.

DESCRIPTION

Three-way Sample Valve—To provide a zero reference, this valve allows ambient air to be drawn through the internal carbon zero gas filter.

Selective Scrubber* (Figure 2)—When entering through the scrubber, without affecting the SO_2 present in the sample, the ambient air is efficiently cleaned of interferents such as ozone, H_2S, and mercaptans. The chemical removal of these contaminants is the key to the unusual specificity of the analyzer in providing an accurate SO_2 measurement.

Carbon Filter—When zeroing the instrument, ambient air passes through the activated carbon filter. This filter provides pure air for a zero reference gas by removing all contaminants including SO_2.

Flowmeter—Visible on the front panel, the flowmeter and flow rate control knob permit adjustment for optimum air sample flow rate (150 cc per minute).

Capillary Inlet—The air sample flows through a Teflon† inlet tube into the detector. Since Teflon is a hydrophobic material, it effectively prevents possible plugging of the tube by electrolyte crystallization at the gas-liquid interface. Also serving as a gas flow restriction at the detector input, the Teflon tube maintains a constant pressure differential between the detector and the atmospheric pressure to achieve flow stability.

Detector Cell (Figure 3)—The air entering the detector cell acts as a lift pump, meeting and entraining the electrolyte so that a chain of bubbles moves upward into the bowl of the detector cell. All SO_2 in the bubbles is oxidized by the electrochemically generated iodine in the electrolyte. At the top of the column the air separates from the electrolyte and is aspirated from the detector by the pump. The electrolyte moves down from the bowl through the tube containing the platinum

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*U. S. Patent No. 3,495,944

†Registered trademark of du Pont

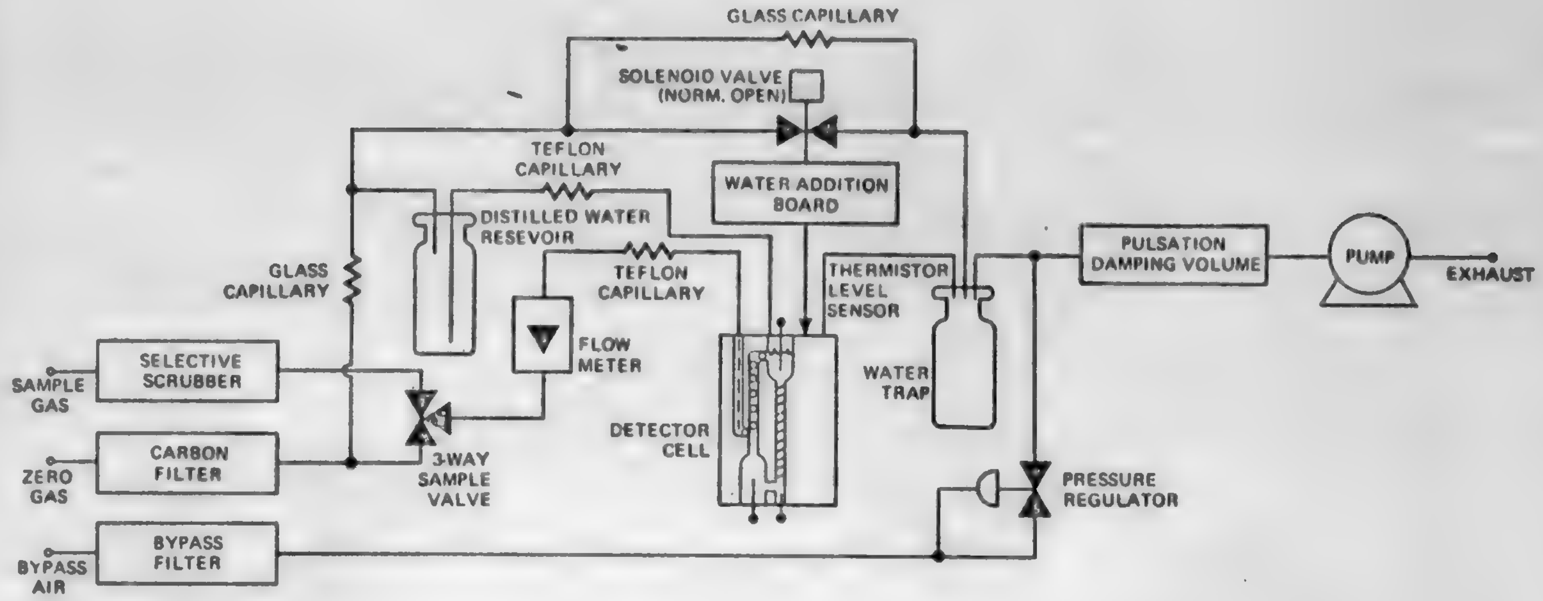


FIGURE 1. FLOW DIAGRAM OF MODEL 906A SULFUR DIOXIDE ANALYZER.

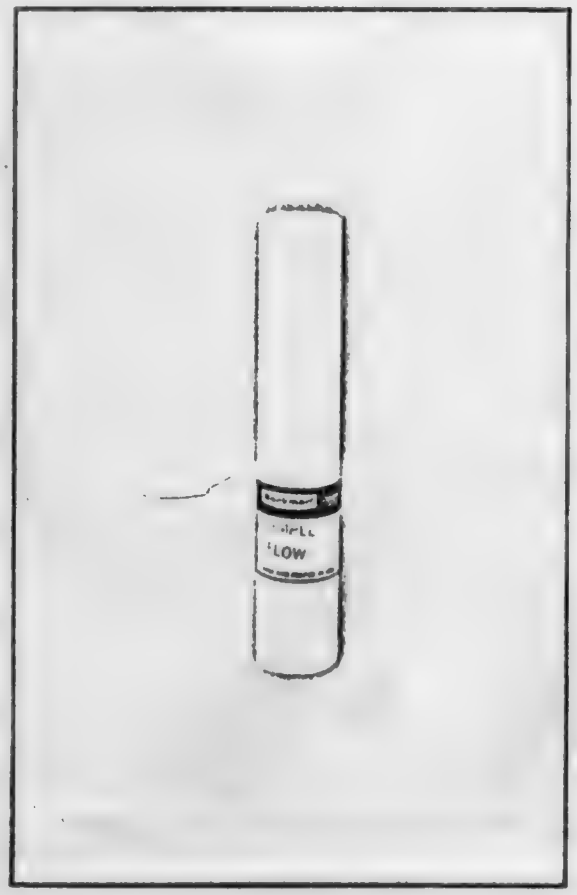


FIGURE 2. SELECTIVE SCRUBBER. U.S. PATENT #3,495,944

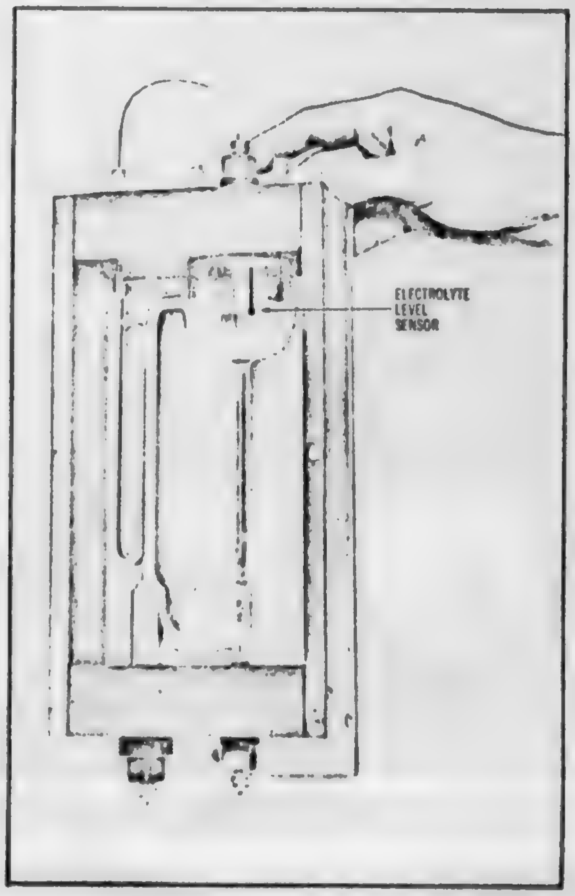


FIGURE 3. SO_2 ANALYZER DETECTOR CELL

screen cathode. Unreacted iodine is reduced to iodide at the cathode and circulated back to the anode to complete the cycle.

Water Trap—To protect the pump against accidental spill-over of electrolyte from the cell, a water trap is inserted in the sample exhaust line.

Pressure Regulator—The internal vacuum flow regulator maintains a pressure drop across the cell and maintains a constant flow rate of 150 cc/min. through the detector. This regulator is on a bypass line that supplies the balance of air needed by the 2 liter per minute sample pump. The regulator includes a particulate filter for pump protection.

Pulsation-Damping Volume—Pneumatic stability is maintained by a pulsation damping volume ensuring a smooth gas flow throughout the system.

Sample Pump—A specially modified diaphragm pump draws the ambient air through the analyzer and expels it out the exhaust connection. The pump motor operates at a reduced voltage to assure long motor life.

Reagent—The reagent consists of a buffered solution of potassium iodide which is oxidized at the anode of the Analyzer Detector Cell to produce free iodine, and is then reduced back to iodide at the cathode. Thus, the electrolyte is self-regenerating. This long reagent life is one of the unique advantages derived from the coulometric method of analysis.

Automatic Water Addition System—Since water is lost from the electrolyte by evaporation, it is necessary to add distilled water to the cell to maintain the correct reagent level. A continuous, on demand, water addition technique, which adds makeup water in small increments, is used to ensure stable operation of the instrument and provide uninterrupted meaningful data.

Included in the system are an Electrolyte Level Sensor, associated electronics, and a Water Addition Solenoid Valve. When the electrolyte level drops slightly, the level sensor (in conjunction with the necessary electronics) activates the water addition solenoid valve which creates a pressure differential between the reservoir and the detector cell. This action causes water to flow from the water reservoir into the cell restoring the proper water level.

Cabinet—The analyzer is housed in a gray steel case which can be panel or bench mounted. Case dimensions are 18"h x 19"w x 11"d. All plumbing is connected through the back of the instrument and a connection is provided for the addition of an external potentiometric recorder or digital data system for continuous recording or integration of SO_2 concentration.

COULOMETRIC TITRATION OF IODINE (Figure 4).

Electrochemical Reactions of the Cell at "No SO_2" Steady-State: $(I_A) = (I_C) = (I_S)$

I_A causes oxidation of I^- at anode: $2I^- \rightarrow I_2 + 2e^-$
I_C is caused by reduction of I_2 at cathode: $I_2 + 2e^- \rightarrow 2I^-$
A steady-state concentration of I_2 exists in solution at equilibrium (also a constant concentration ratio of I_2/I^-).

The cell system utilizes a cyclic oxidation-reduction process, where ions of I^- lost by oxidation to I_2 at the anode are transported to the cathode by the circulation and stirring in the cell, and are reduced to the same number of I^- ions as were initially present.

Chemical and Electrochemical Reactions of the Cell When an SO_2 Sample is Drawn into the Cell: $(I_A) = (I_C)$ no SO_2
$(I_A) = (I_C) + (I_R)$ with SO_2

When an SO_2 sample enters the cell, it reacts *chemically* with the steady-state iodine concentration present by the following reaction:

$$SO_2 + I_2 + 2H_2O \rightarrow SO_4^{=} + 2I^- + 4H^+$$

This reaction perturbs the cell by lowering the steady-state iodine concentration and the cell loses capacity to carry the full applied anodic current to the cathode. Since the cell is driven by a constant-current source, a current equivalent to the loss of iodine is passed through the reference electrode by the following reaction:

$$C \text{ (oxidized state)} + ne^- \rightarrow C \text{ (reduced state)}$$

This current is sensed by the amplifier, and is present at some level until the "no SO_2" steady-state condition of the electrochemical cell has been restored. This output current is directly proportional to the amount of SO_2 present in the sample when a constant gas-sampling rate is maintained.

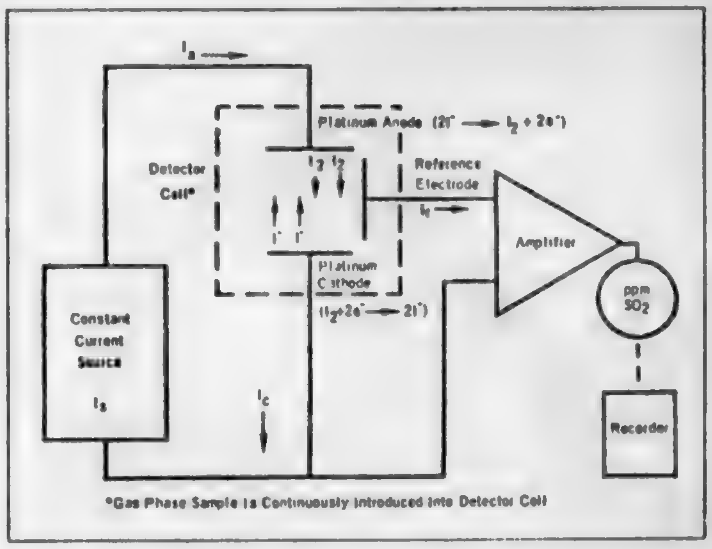


FIGURE 4. COULOMETRIC TITRATION OF IODINE

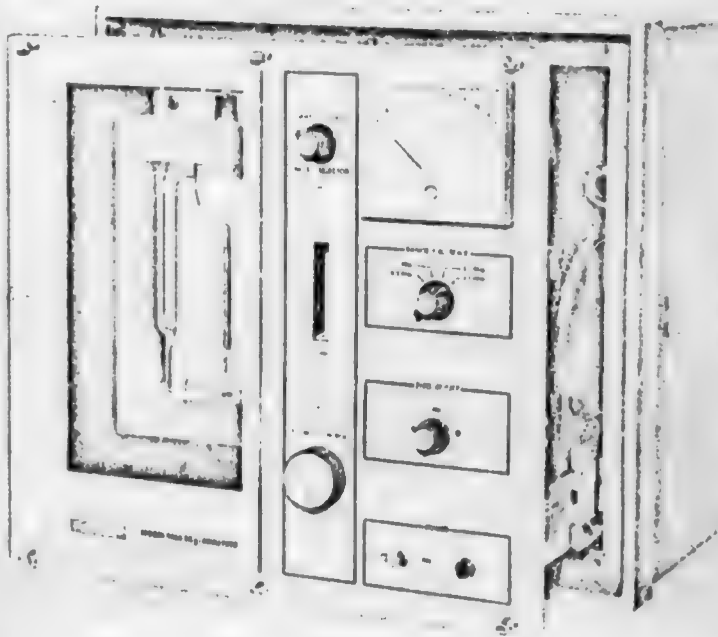


FIGURE 5. INTERNAL COMPONENTS MOUNTED ON PULLOUT CHASSIS FOR EASY ACCESS AND SERVICE WHILE MAINTAINING ELECTRICAL CONTINUITY

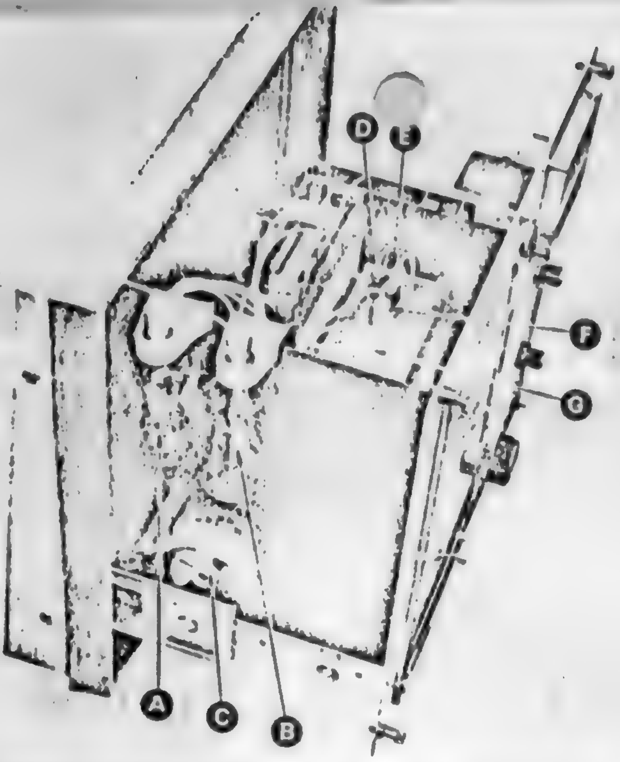


FIGURE 6. RIGHT HAND VIEW INTERNAL COMPONENTS

A. Water Trap
B. Distilled Water Reservoir
C. Pump
D. Thermistor
E. Exhaust Port
F. Water Addition Inlet
G. Sample Inlet

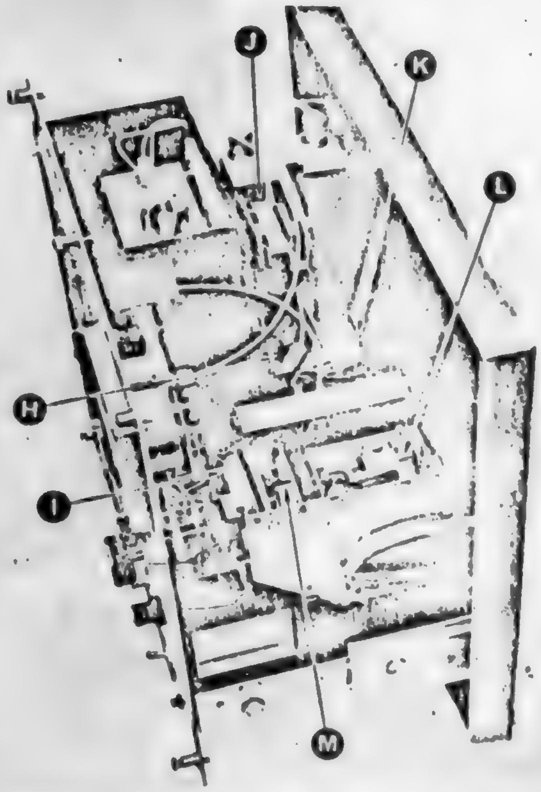


FIGURE 7. LEFT HAND VIEW INTERNAL COMPONENTS

H. Water Addition Solenoid Valve
I. Amplifier Circuit Board
J. Blower Motor
K. Pulsating Damping Volume
L. Power Supply
M. Water Addition Circuit Board

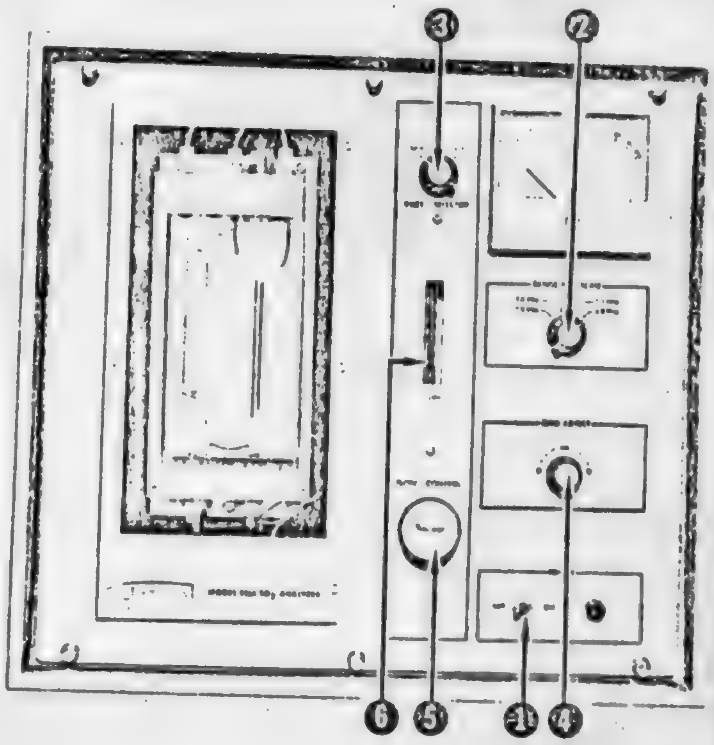
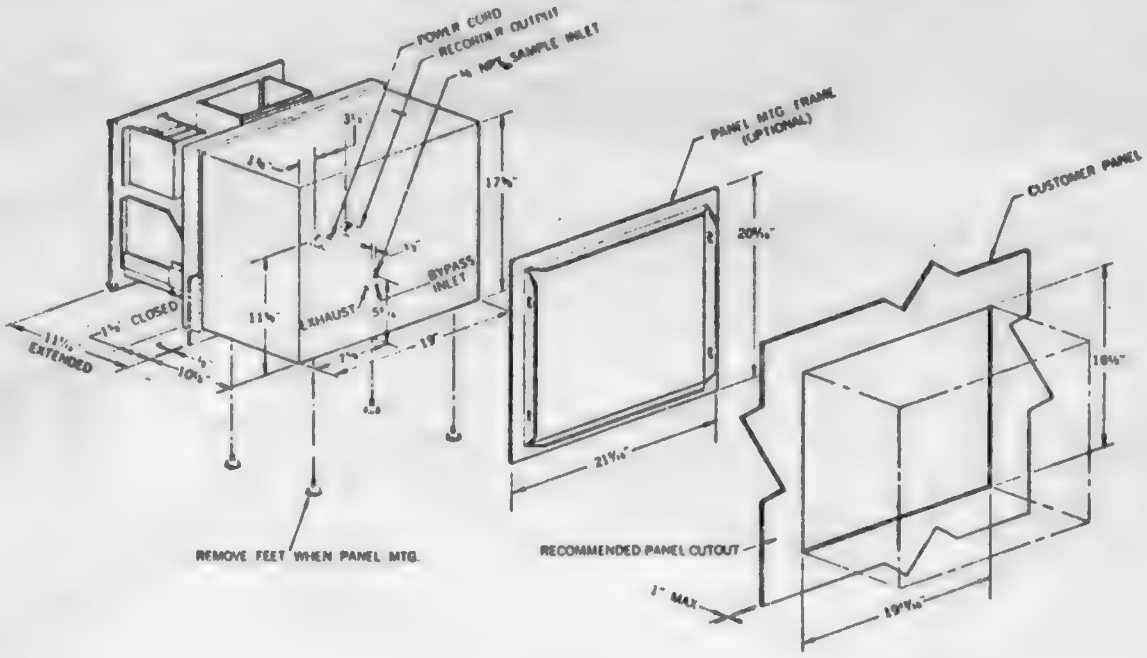


FIGURE 8. OPERATING CONTROLS

CONTROLS

1. Power switch controls electrical power to the instrument.
2. Range selector permits selection of desired full scale range —0-0.5, 0-1.0, 0-2.0, or 0-4.0 ppm SO_2.
3. Inlet Selector when placed at ZERO brings SO_2-free air to the detector for standardization purposes; when placed at SAMPLE brings ambient air to the detector for SO_2 measurement.
4. Zero Adjust Control is used to adjust the residual background current.
5. Flow Control sets the flow rate of gas supplied to the detector which is normally 150 cc/min.
6. Mechanical Meter Zero Adjust Screw is a mechanical adjustment to set the meter pointer to read zero.

OUTLINE AND MOUNTING DIMENSIONS



SPECIFICATIONS

Range:	0-0.5, 0-1.0, 0-2.0, and 0-4.0 ppm by volume selectable with front panel mounted switch	
Minimum Detectable Limit:	0.02 ppm	
Response Time:	4 minutes to 90% of ultimate signal	
Accuracy:	±5% of full scale	
Stability:	4% of full scale (peak to peak) per 24 hours	
Output Signal Standard:	Indicating meter and potentiometric output of 10, 100 and 1,000 mv	
Ambient Temperature Range:	40° to 100°F	
Ambient Humidity:	To 90% relative humidity	
Power Required:	50 or 60 Hz, 115 v-ac, 200 watts maximum	
Specificity:	A concentration of 1 ppm of each of the listed typical interferents will indicate the following maximum signal errors in the SO_2 reading:	
	Ozone	0.10 ppm
	Hydrogen sulfide	0.10 ppm
	Mercaptans	0.10 ppm
	Organic sulfides	0.10 ppm
	Oxides of nitrogen	0.03 ppm
	Ammonia	0.01 ppm
Dimensions:	18" high x 19" wide x 11" deep; case suitable for bench, wall, or panel mounting	
Shipping Weight:	76 lbs.	

NOTE: Specifications subject to change without notice.

HOW TO ORDER

The Beckman 906A may be ordered from your nearest Beckman Sales Office, or directly from Beckman Instruments, Inc., 2500 Harbor Blvd., Fullerton, California 92634.

For recommendations on special applications, return Stream Analysis Form EH-4507 or contact your Beckman Sales Representative to discuss your specific requirements.

ADDITIONAL INFORMATION

Beckman provides a variety of air quality monitoring instruments and related systems. Such instrumentation includes:

Air Quality Analyzers—Utilize the technique of secondary coulometry in combination with selective scrubbers to provide specific, continuous, and accurate determinations of the atmospheric concentrations of SO_2, total oxidants, and nitrogen dioxide.

Air Quality Chromatograph—Through the Chromatographic method of analysis this single instrument monitors three air pollutants—carbon monoxide, methane, and total hydrocarbons from 0-1 ppm full scale for each component.

Non-Dispersive Infrared Analyzer—Long pathlength NDIR instruments sensitized to CO commonly used for ambient air monitoring.

Beckman Vehicle Emission Analysis System—An integrated system which determines the concentration of carbon monoxide, carbon dioxide, and hydrocarbons in automobile exhaust.

Beckman Model 82 Data Processor for Vehicle Emissions Analysis—Developed for simultaneous use with either one or two Beckman Vehicle Emissions Analysis Systems, it reduces the complex data obtained during tests to accurate, meaningful results in minutes.

Total Hydrocarbon Analyzer—Utilizes the hydrogen flame ionization principle to detect and measure trace concentrations of total hydrocarbons in the atmosphere.

Mobile Air Quality Laboratories—Fully equipped, motorized truck vans and trailers for monitoring air quality over an extended area.

Individual brochures describing these instruments are available upon request.

]

5 7214

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1973

SUBJECT: Fremont Approaches
Contractor's Claims

To: A. E. Johnson
Deputy State Highway Engineer

FROM: Edward L Hardt
E. L. Hardt
Construction Field Engineer

Attached you will find a letter dated September 4 from John Clough who has been assigned from the Attorney General's office to assist us with the Fremont Bridge claims. This letter is in the form of a request to do some outside investigation of Canron.

Your approval of this request is recommended. If this request is approved, our Accounting Section should be notified.

NOTED
E. B. KLABOE

RECEIVED
STATE HWY ENGR
SEP 12 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-13-73

ELH:fw

Enc.

Orig. Ed Hardt
cy Hunter
Hail Hart
Vern Skoog
Files
9-13-73

DEPARTMENT OF JUSTICE

Memorandum

TO: Mr. Ed. Hardt, Bridge Section
Highway Building

DATE: September 4, 1973

FROM: Mr. John H. Clough, Assistant Attorney General
Department of Justice

SUBJECT: Fremont Bridge Case

Pursuant to our discussion of today concerning the investigation required in the above matter, I am by this memo requesting that I be authorized to purchase services from Retailers Commerical Agency in Portland, Oregon, for a background investigation on Canron Limited in Vancouver, British Columbia. My experience with Retailers has been that their investigations are thorough. They charge by the hour and the rates that I have obtained were $10.75 an hour for work done in Vancouver, British Columbia, and $11.50 an hour for work done in the Portland office. In all, such a background study should be kept within $100 to $150. I would request that Retailers do a complete run down on the corporation including its background, work experience, the nature of business and particularly how frequently the Canron jumps the category of being a material man's supplier to be a subcontractor for painting on the steel girders that it produces. I would also request that complete financial data of the corporation be obtained, the corporate structure, i.e., who are parent or subsidiary corporations, if any; who are the officiers and key personnel and what other positions they hold and a complete backgound investigation on certain key people including but not limited to Terry Lawry and Bruce Jackson, who are presently the individuals that we are dealing with in the above matter. Such investigation would also disclose any other lawsuits on similar problems.

Such information is beyond the reach of any investigative staff that we have, which there is none and personnel that may be presently employed by Highway. I regard this as a necessary step towards the successful defense of the above potential lawsuits.

ph

I-405-8(20) **HOWARD, NEEDLES, TAMMEN & BERGENDOFF** 1970
303
#7214 Fremont Bridge Approach Folder #3

C&A 3299

#7214

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 20, 1973

TO Mr. V. E. Skoog
Controller

Attn. Mr. R. J. Hacek

FROM

R. J. Wright
Bridge Office Engineer

SUBJECT Consultant Agreement
Fremont Bridge Approaches
Contracts 7214, 7310, 7311, 7312 and 7623

NOTED
A. E. JOHNSON

The consulting firm of Howard, Needles, Tammen & Bergendoff, has completed the engineering services for the design of the East and West Fremont Interchange structures. Their final invoice is attached. It has been checked and is hereby approved for payment.

RJW:dh
Attachment

cc A. E. Johnson
E. S. Hunter
R. N. Bothman

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[illegible]14, [illegible]

HOWARD NEEDLES TAMMEN & BERGENDOFF

July 25, 1973

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Tom Edwards
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Gentlemen:

We enclose four copies of our Invoice No. 36-1927-23-44-24-45 for engineering services in connection with the design, construction plans and the checking of shop drawings for the Fremont Bridge Approaches and the West Fremont Interchange Extension.

Tracings were shipped for Bridge 9268-Bon June 19, 1973. This completes all of the work under our Engineering Agreement dated March 14, 1967 and Supplimental Agreements 2 and 3, and the enclosed is our Final Invoice.

If any further information is necessary to expedite the processing of this invoice for payment, please contact this office.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Paul L. Heineman

Paul L. Heineman

PLH/bw

Enclosures

copies to: Mr. M. J. Kopetz
Mr. E. B. Johnson
Central Accounting

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Hart
FOR
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NOTED
A. E. JOHNSON

Planning Engineering Architectural Services
1805 Grand Avenue, Kansas City, Missouri 64108, 816 474-4900

Partners H. C. Lamberton, Jr., James F. Finn, Paul L. Heineman, Joseph H. Looper, Robert O. Drange, Bernard H. Rottinghaus, Gerard F. Fox, William M. Wachter, Browning Crow, Charles T. Hennigan, Edgar B. Johnson, Daniel J. Watkins
Associates Rex M Whitton, Daniel J. Appel, Daniel J. Spigai, William C. Meredith, Orrin Riley, Francis X. Hall, Robert W Richards
Offices Alexandria, Va., Atlanta, Baton Rouge, Boston, Buffalo, Charleston, W Va., Chicago, Cleveland, Dallas, Fairfield, N. J., Kansas City, Miami, Milwaukee, Minneapolis, Newark, Del., New York, Orlando, Overland Park, Kan., Philadelphia, Richmond, Seattle, Washington, D.C., Lisbon, Rio de Janeiro

S

FORM E-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7214
Consult

Salem, Oregon
March 14, 1973

SUBJECT: Howard, Needles, Tammen & Bergendoff Audit Reports

To: Vernon E. Skoog
Controller

From: Dettmar Jones
Dettmar Jones
Fiscal Auditor

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NOTED F. B. KLABOE

Introduction

The subject business is a nationwide consulting engineering firm with a western division office located in Kansas City and local office in Seattle, Washington. It has recently completed work under three separate agreements with OSHD for consultant services as follows:

Project Title	HNTB Job No.	OSHD Prefix	Dates
A. Fremont Bridge Approaches	1927	26-1973-906P	3/67- 2/72
B. " " Girder Fracture	2907-11	626-1013-900P	11/71- 8/72
C. Environmental Impact Study	3010-61	626-1909-922P	4/71-11/72

Progress billings submitted by consultant under each of these agreements were approved by OSHD project managers as to technical acceptability and reasonableness. We then performed desk audits prior to payment and retained five percent of costs pending final billings and site audit of cost records.

Analysis

On February 28, March 1-2, 1973, the writer visited the consultant's Seattle office to audit costs billed under the three jobs listed above. We interviewed Cecil Counts, engineer-in-charge, and Sally Sweet, accounting clerk. We also had free access to consultant's "Manual of Accounting Procedures" issued from the Kansas City office

SP*32478-734

to regulate local offices. Since cost records and procedures were common to all jobs, we applied generally accepted sampling, verification and other audit procedures simultaneously to the three jobs referenced. Our survey file and worksheets in the respective job files detail our findings as summarized below.

Item Verified	HNTB Job 1927	HNTB Job 2907	HNTB Job 3010
Direct salaries billed	$1,358,050.00	$16,895.08	$ 45,611.20
HNTB reports #7	(lump sum)	16,896.82	45,611.20
subsequent costs not billed		91.74**	
Non-P/R direct charges	$ 248,779.55**	$ 3,748.53	$ 13,336.21
HNTB reports #6	(unit price	3,748.53	17,770.32
subsequent costs not billed	basis)		4,434.11**
		94.00%	95.02%
Overhead billed @ rate shown	-	$15,861.88	$ 43,319.63
" adjusted @ 94.61%*	-	15,984.44	43,152.76
" adjustment in final bill		122.56	(166.87)
Fixed fee billed per agreement	-	$ 6,966.30	$ 9,000.00
Excess costs NOT paid			(3,370.17)
Total costs billed	$1,606,829.55	$43,594.35	$107,730.00
Maximum allowable	$1,653,641.50	$55,000.00	$107,730.00
Retained amounts	$ 48,204.89	$ 2,179.71	$ 5,386.50

*Note: Overhead rates have been audited and approved annually by FHWA through Kansas City, so the scope of our audit did not include this item. Our survey file and job files contain the FHWA findings.

**Note: A supplemental agreement and additional billing are expected on job #3010. Final billing is still pending on job #1927 from Kansas City. These bills can be evaluated by desk audit prior to payment.

Conclusion

We found no exceptions.

We recommend release of retained amounts on jobs #2907 and #3010. Retainage on job #1927 was recently reduced from five percent to three percent as provided in the agreement. We should continue to retain the balance pending receipt and examination of final billing.

We concur in the assurance by FHWA auditors that the consultant's accounting system complies with the requirements of PPM 30-11 and supports costs as billed under the respective agreements reported herein.

V. E. Skoog

DWJ:bl

cc: F. B. Klaboe ✓
R. N. Bothman (3010)
W. J. Hart (1927 and 2907)
Don Streun

HOWARD NEEDLES TAMMEN & BERGENDOFF

7214

February 23, 1973

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Tom Edwards
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Gentlemen:

We enclose four copies of our Invoice No. 35-1927-23-44-24-45 for engineering services in connection with the design, construction plans and the checking of shop drawings for the Fremont Bridge Approaches and the West Fremont Interchange Extension.

This invoice reflects the reduction of retainage from 5% to 3%. Fees for shop drawings have been computed based on final pay weights.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Paul L. Heineman

Paul L. Heineman

PLH/bw

Enclosures

copies to: Mr. H. J. Kopetz
Central Accounting
Mr. E. B. Johnson

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Orig + 2 cy — Skoog
3-21-73

Planning Engineering Architectural Services
1805 Grand Avenue, Kansas City, Missouri 64108, 816 474-4900

Partners H. C. Lamberton, Jr., James F. Finn, Paul L. Heineman, Joseph H. Looper, Robert O. Drange, Bernard H. Rottinghaus, Gerard F. Fox, William M. Wachter, Browning Crow, Charles T. Hennigan, Edgar B. Johnson, Daniel J. Watkins **Associates** Rex M. Whitton, Daniel J. Appel, Daniel J Spigai, William C Meredith, Orrin Riley
Offices Alexandria, Virginia, Atlanta, Baton Rouge, Boston, Buffalo, Charleston, West Virginia, Chicago, Cleveland, Dallas, Fairfield, New Jersey, Kansas City, Miami, Milwaukee, Minneapolis, Newark, Delaware, New York, Orlando, Overland Park, Kansas, Philadelphia, Richmond, Seattle, Washington, D.C., Lisbon, Rio de Janeiro

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

February 23, 1973

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD NEEDLES TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 35-1927-23-44-24-45

Fremont Bridge Approaches
West Fremont Interchange
Extension
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon and the West Fremont Interchange Extension over the Willamette River at Portland, Oregon, in accordance with Agreement dated March 14, 1967, Supplemental Agreement No. 2 dated September 30, 1970 and Supplemental Agreement No. 3 dated May 4, 1971:

FREMONT BRIDGE APPROACHES

DESIGN AND WORKING DRAWINGS

Engineering Fee	$ 1,111,000.00 ✓		
Completed	100%		
Amount Earned		$ 1,111,000.00	
Less 3% Retainage-Maximum per Agreement		40,781.69 ✓	
		1,070,218.31 ✓	
Less Previous Payments		1,070,218.31 ✓	
Amount Due - Design and Working Drawings - Carried Forward			$ 0.00

APPROVED
Walter Hart
BRIDGE ENGINEER
3-19-73

DEPUTY STATE HIGHWAY ENGINEER
Date 3-21-73

Amount Due - Design and Working Drawings - Brought Forward			$ 0.00

CHECKING SHOP DRAWINGS--Completed 12/31/72

East Interchange

Structural Steel - 12,584 tons @ $2.50/ton		$ 31,460.00 ✓	
Reinforcing Steel - 5,317 tons @ $2.00/ton		10,634.00 ✓	
		42,094.00 ✓	
Less Previous Payments		42,140.00 ✓	
Amount Due	42094 37944 80,038 ok (max = $65,000)	$ (46.00) ✓	

West Interchange

Structural Steel - 9,024 tons @ $2.50/ton		$ 22,560.00 ✓	
Reinforcing Steel - 7,692 tons @ $2.00/ton		15,384.00 ✓	
		37,944.00 ✓	
Less Previous Payments		34,460.00 ✓	
Amount Due		$ 3,484.00 ✓	
Amount Due - Checking Shop Drawings			3,438.00 ✓

(626-1011-900)

WEST FREMONT INTERCHANGE EXTENSION

DESIGN AND WORKING DRAWINGS

Engineering Fee	$ 247,050.00 ✓		
Complete	98.1%		
Amount Earned		$ 242,356.05 ✓	
Less 3% Retainage-Maximum per Agreement and Supplements No. 2 and 3		7,423.20 ✓	
		234,932.85	
Less Previous Payments		234,932.85	
Amount Due - Design and Working Drawings			0.00

CHECKING SHOP DRAWINGS - Completed 12/31/72

Structural Steel - 92 tons @ $2.50/ton ✓		$ 230.00 ✓	
Reinforcing Steel - 1,942 tons @ $2.00/ton		3,884.00 ✓	
	ok —	4,114.00	
Less Previous Payments	max = $8010	1,400.00 ✓	(626-1043-900)
Amount Due - Checking Shop Drawings			2,714.00 ✓
AMOUNT DUE THIS INVOICE			$ 6,152.00 ✓

Invoice No. 35-1927-23-44-24-45
Page No. 3

OREGON STATE HIGHWAY COMMISSION

We certify that the above statement is just and correct and payment has not been received.

HOWARD NEEDLES TAMMEN & BERGENDOFF

By________________________________

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

February 9, 1973

MEMO BILLING - #1001

OREGON STATE HIGHWAY COMMISSION

Job No. 1927-23-24

The client released part of the retainage on Job No. 1927 pending a final audit - See Cash Report No. 6 for Office 01, check received in the amount of $32,517.11.

HNTB originally retained 5% of $1,614,449.50 based on Contract Total per the original contract and the first three suppliments - - - - - - - - - -$ 80,722.48

The Client reduced the retained amount to 3% of $1,606,829.55 based on Total Earned per our invoices -$ 48,204.89

PAYMENT RECEIVED $ 32,517.11

EXPLANATION BY SEGMENT:

SEGMENT 23:

HNTB retained 5% on $1,359,389.50- - - - - - - - - - $ 67,969.00
Client retained 3% on $1,359,389.50 - - - - - - - - 40,781.69

Credit to Segment 23 ($ 27,187.31)

SEGMENT 24:

HNTB retained 5% on $ 255,060.00 - - - - - - - - - $ 12,753.00
Client retained 3% on $247,440.05 - - - - - - - - - 7,423.20

Credit to Segment 24 ($ 5,329.80)

HOWARD NEEDLES TAMMEN & BERGENDOFF

7214
[illegible]

February 15, 1973

NOTED
A. E. JOHNSON

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Tom Edwards
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $32,517.11 which reduced the retainage withheld from 5% to 3% on the above referenced project.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Paul L Heineman

Paul L. Heineman

PLH/bw

copies to: Mr. M. J. Kopetz
Central Accounting

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STATE HWY ENGR
FEB 20 '73
REFER TO
FOR
Info

2-20-73
To Skoog

Planning Engineering Architectural Services **1805 Grand Avenue, Kansas City, Missouri 64108, 816 474-4900**

Partners H. C. Lamberton, Jr., James F. Finn, Paul L. Heineman, Joseph H. Looper, Robert O. Drange, Bernard H. Rottinghaus, Gerard F. Fox, William M. Wachter, Browning Crow, Charles T. Hennigan, Edgar B. Johnson, Daniel J. Watkins **Associates** Rex M. Whitton, Daniel J. Appel, Daniel J. Spigai, William C. Meredith, Orrin Riley **Offices** Alexandria, Virginia, Atlanta, Baton Rouge, Boston, Buffalo, Charleston, West Virginia, Chicago, Cleveland, Dallas, Fairfield, New Jersey, Kansas City, Miami, Milwaukee, Minneapolis, Newark, Delaware, New York, Orlando, Overland Park, Kansas, Philadelphia, Richmond, Seattle, Washington, D.C., Lisbon, Rio de Janeiro

Gen. Files 5

**OREGON STATE
HIGHWAY DIVISION**

7274

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 24, 1972

Mr. Robert G. Crabtree
Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

NOTED
A.E. JOHNSON

Dear Mr. Crabtree:

Fremont Bridge
Panel Point 14 Detail

Attached are two sets of prints of the contractor's shop drawings for the Panel Point 14 connection. As I indicated to you in our telephone conversation, I am concerned with the detail at Panel Point 14 where the discontinuity in the top and bottom flanges exists. The stress concentration effect of the slots in the flanges, plus the manner in which the section will go under load, make this a suspect area. After the experience at Panel Point 3, any detail of this nature should receive a second look.

Please review the overall details of the Panel Point 14 connection and give me your comments on its adequacy.

For your information, it appears that the lift of the center span section will take place in early March, 1973.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh
Attachments

cc A. E. Johnson
H. S. Coulter
R. O. Cunningham
H. A. Schell

RECEIVED
NOV 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1972
FOR FILI

Form FHWA-121 (12

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7214

Consult

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 26, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Time Extension on HNT&B Consultant Agreement

Copy in
7276 Cons.

This is written confirmation of our June 19 verbal approval of the 170-day extension of the consultant agreement with Howard, Needles, Tammen & Bergendoff for an erection procedure check and design review on the subject project.

6-29-72
Al - Hart

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 22 1972

7214

Consult

June 21, 1972

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Robert G. Crabtree

copy in 7276 consult

Gentlemen:

Time Extension for Consultant Agreement
Fremont Bridge Superstructure
Contract 7276

The State Highway Division has granted your request for a 170-calendar-day extension of time for your work in conjunction with the erection procedure check and design review on the Fremont Bridge.

Your latest invoice will now be processed and forwarded to the Accounting Section for payment.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: **Federal Highway Administration**
bbc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
H. S. Coulter
V. E. Skoog
John Howard
RJW:DH cg

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7214
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
BERNARD H. ROTTINGHAUS
GERARD F. FOX
WILLIAM H. WACHTER
BROWNING CROW
CHARLES E. HENNIGAN
EDGAR B. JOHNSON
DANIEL J. WATKINS

ASSOCIATES
REX M. WHITTON
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DANIEL J. SPIGAI

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969
CARL L. ERB
1941 - 1971
ENOCH R. NEEDLES
1917 - 1972

May 26, 1972

Mr. Walter Hart
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge
Portland, Oregon

Dear Mr. Hart:

We have completed a review of the differences in stresses determined by the finite element method for the machined part in the above structure presented in Report No. 1, as compared to those obtained by Parsons, Brinkerhoff, Quade and Douglas. These differences appear to be due to three considerations as follows:

1. Stresses through a normal section rather than principal stresses.
2. Extrapolation of the stresses to the surface of the machined part.
3. Edge support conditions used in the analysis.

NOTED
A. E. JOHNSON

Of these three considerations, the second appears to be most significant. A discussion of these three items follows:

Normal vs. Principal Stresses

Maximum stresses occur on the surface of the radius in the machined part. The maximum or principal stress at the surface must necessarily parallel the surface. The stresses presented in the PBQ&D summary were the stresses on a normal section and lower in magnitude by approximately the cosine of the angle of inclination of the curved surface. It is our opinion that the principal stress at the plate surface is the value that is significant in determining material performance.

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Extrapolation of Stress to the Plate Surface

Since the analysis is performed on finite elements, the results are approximations of stress conditions in that element. The results assume a uniform stress and strain through the element and represent stress conditions at the baricenter or centroid of the element. Since this point is some distance away from the plate edge, it is necessary to project the stress variation graphically or by some other means to the surface.

To substantiate this, the finite element grid used in our previous analysis was modified to subdivide several triangles in critical stress areas into nine smaller triangles. A comparison of the original and modified analyses follows:

Loading Condition	Report No. 1 Analysis		Modified Analysis	
	Maximum Element Stress	Estimated Surface Stress	Maximum Element Stress	Estimated Surface Stress
Erection DL*	37.5 ksi	47 ksi	45.4 ksi	49 ksi
DL + LL + I	33.0	50 ksi	41.6 ksi	47 ksi

*Assuming Falsework No. 2 completely released.

As noted above, the maximum element stresses increase as considerably as the element size is decreased while estimated surface stress compare favorably. The results presented in the PBQ&D analysis were the stresses occurring in individual elements.

Edge Support Conditions

We are of the opinion that the support conditions used in our analysis, which restrict vertical displacement of the flange, are reasonably representative of conditions existing under the web plate. The free edge conditions used in the PBQ&D analysis allow the flange to deform in a manner which would tend to relieve stress concentrations caused by the abrupt changes in section. Since the deformations indicated were relatively small, it is doubtful that this significantly alters the results.

In conclusion, we feel after further review that our conclusions regarding the basic magnitude of stresses occurring both under the erection condition under which the part failed and under final loading conditions, as presented in Report No. 1, remain valid. Should you have any questions regarding this matter, don't hesitate to contact us.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Robert G. Crabtree

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 30 1972
BRIDGE DIVISION

RGC:op

cc: Mr. E. B. Johnson

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FOR FILE

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OREGON STATE
HIGHWAY DIVISION

7-214
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HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 19, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
By

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT
Fremont Bridge Review
HNTB Report No. 2

On May 10, 1972, copies of Howard, Needles, Tammen & Bergendoff's Report No. 2 covering the investigation of the center span erection were transmitted to you. Subsequent to the submittal of Report No. 2 by the consultant, revised erection drawings and additional erection data were received from the contractor. This addendum data pertains to a reevaluation of member forces and erection procedures outlined on revised erection drawing 69500-ST1 and a review of revised structural details for lifting the suspended center span.

Enclosed are three copies of the addendum consisting of sheets 11, 12 and 13 as well as a revised index sheet. These addendum sheets should be substituted for the sheets in the copy of Report No. 2 sent to you earlier.

WJH:dh
Enclosure

cc Tom Edwards /w/ encl.
A. E. Johnson /w/ encl.
H. S. Coulter /w/ encl.

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FREMONT BRIDGE
PORTLAND, OREGON

REPORT NO. 2 - INVESTIGATION OF CENTER SPAN ERECTION

INDEX

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Member Forces and Unit Stresses	5
Conclusions and Recommendations	5

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Review of Revised Member Forces and Erection Procedure	11
Review of Procedure and Details for Lifting Center Span	12

Supplementary Back-up Calculations Bound Separately

Revised May 10, 1972

FREMONT BRIDGE - PORTLAND, OREGON
INVESTIGATION OF CENTER SPAN ERECTION
ADDENDUM TO REPORT NO. 2

May 10, 1972

Subsequent to submitting Report No. 2, revised erection drawings and additional erection drawings were received. This addendum pertains to the following two items:

1. Evaluation of member forces and erection procedures outlined on completely revised Erection Drawing No. 69500-ST1 to determine whether conclusions and recommendations in the original report are still valid.
2. Review of procedure and structural details for lifting the suspended center span into position.

REVIEW OF REVISED MEMBER FORCES AND ERECTION PROCEDURE

Review of revised erection drawings indicates that dead loads were revised, and it also appears that the structure simulation might have been changed for the computer analysis. Comparison of values from Revised Erection Drawings, Original Erection Drawings, Independent Check Calculations, and Design Drawings shows maximum variations in calculated critical dead load stresses of about five percent. For a structure of this size and type, this may be considered to be agreement.

Jacking requirements at the supports have been significantly revised and differ with the Independent Check Calculations much more than did the Original Erection Drawings. Since provisions for jacking appear ample, jacking per se is not a problem. The exact distances will be determined when the structure is aligned for splicing. Inspection of the member forces for the various erection cases indicates that the end effect of revising the calculated jacking requirements is negligible.

There is one definite discrepancy on Revised Sheet No. 69500-ST1. Data from Erection Case 4 through Erection Case 5 is either incomplete or erroneous. Jacking distances and total vertical reaction are unchanged; however, distribution of vertical reaction between the supports is changed slightly, horizontal reaction is significantly increased, and member forces are changed slightly.

REVIEW OF PROCEDURE AND DETAILS FOR LIFTING CENTER SPAN

The proposed procedure for lifting the center span into position has been carefully reviewed. Based on the information available and assuming all operations to be very carefully executed, the proposed procedure appears to be satisfactory.

Independent check calculations yielded lighter dead loads and slightly larger wind loads. The only concern, realizing that there are diversities of opinion regarding wind loads on structures, is that independent calculations indicate that the design transverse wind force of 600 kips could correspond to a surface wind velocity as low as 60 miles per hour. A considerable sway can be expected from winds approaching the assumed design magnitude, but the details provided accommodate this.

A general check was made of the structural details. Two items of concern were noted:

1. The size and type of welds.
2. Bearing of the jacking assemblies on the tie girders.

Even though theoretically adequate, fillet welds are generally less conservatively designed than the members they connect. Also, fillet welds are specified in locations where there is little clearance for welding operations. Where loads are transferred directly from one plate to another, consideration should be given to using welds of the size and/or type to fully develop the strength of the plate.

Jacking assemblies bear on tie girders through "stools" which are four feet long with no provision for rotation other than local deformation, principally of the tie girders. To avoid overstress in the tie girders, reactions should be uniformly distributed. The fabrication, bevel and fit-up for these assemblies is extremely critical. This problem might be relieved slightly by a lead or fabric bearing pad between the stool and the tie girder.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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1917 - 1972

May 17, 1972

Mr. Walter Hart
Bridge Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: West Fremont Interchange
Contract 7214

Dear Mr. Hart:

After receiving your phone call on May 9 regarding the cracked web at the Pier 7 SW ring, we have made an on-site inspection and structural analysis of the splices. Attached are three copies of our report and recommendations.

As the report suggests, there is no serious stress situation presented by these splices. As a precautionary measure, it is recommended that a hole be drilled at the end of the crack to preclude further propagation and that the other splices be checked again after service loads (live loads) are applied.

Please let us know if you desire further information.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

MJK:mj
Enclosures
cc: Mr. Ed Hardt - w/enclosures

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CONSULTING ENGINEERS
HNTB

REPORT ON INVESTIGATION OF WEB CRACK IN RING SPLICE AT PIER 7 SW

I. INSPECTION

The crack is in the corner of the web cope of splice F-7, located over the support on the lower member of the Pier 7 ring. (See Drawing 25100). The crack starts at the corner and extends downward at an angle of approximately 15° to the vertical for 4 inches.

The splice is Type F-7 as detailed on Drawing 25099, which is designed with the flange splice offset from the web splice. The lower splice plate is attached to the web on one side of the splice with fillet welds. A staggered web-flange splice was required by geometry of the ring. The plans call for a total of 14 of these splices 4 of which are in compression flanges. The shop drawings indicate 14 more added at the contractors' request, but only one of these is a tension splices.

No cracks were visible in the other three webs of Ring 7. I understand that an inspection by department personnel of all the other locations have not detected any visible cracks.

II. ANALYSIS

An analysis of the stresses in the section at Pier 7 was made. The splice is over a support with a maximum design moment of 22,200 ft. kips. This gives a maximum extreme fiber stress in the flange splice

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plates of 19,400 psi (allowable is 27,000 psi). The calculated stress in the web at the cope is 16,000 psi.

The shear to the inside of the support is -359 kips, to the outside is 2,093. At the splice it is at an intermediate point, estimated at about 800 kips. This gives a shear stress at the cope of 4,500 psi. The principal stress would be 17,200 psi at an angle of about 15 degress from the vertical, which is consistent with the angle of the crack. An analysis of the section in its present condition neglecting the cracked portion of the web was also made. The flange stresses are not changed significantly; the web shear is 5,300 psi (allowable is 17,000 psi). The principal stress at the bottom of the crack is 16,300 psi.

An analysis of the stresses in the other tension splices was also made. A summary of the results are as follows:

RING	SPLICE	MOMENT	SHEAR	STRESS
3 EW	S1	19,000 ksi	524K	19,400 psi
3 EW	S2	13,500	1551	17,450
4 EW	S1	19,000	524	19,400
4 EW	S2	13,500	1551	17,450
5 EW	S1	15,000	586	15,400
5 EW	S2	20,000	610	20,100
6 SW	S1	2,800	916	---
6 SW	S2	5,000	1650	---
6 SW	S3	16,000	1478	18,800
7 SW	S1	22,200	800	17,200
7 SW	S2	18,240	333	14,600

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HOWARD, NEEDLES, TAMMEN & BERGENDOFF
May 17, 1972

The moments and shears are maximum design figures.

The stress is the principal stress at the cope.

III. CONCLUSIONS AND RECOMMENDATIONS

The stresses at all these splices are low. However, the strain in the splice plates as they were loaded was magnified in the web by the restraint of the portion welded to the splice plate. There should have been sufficient ductility to preclude a crack provided there were no initial flaw or crack. The notch effect of a bad cope or the weld encroachment would increase the possibility of a crack. The premise that an initial crack or flaw may have triggered the crack is supported by the fact that other splices with higher stresses are not cracked.

All the splices are presently under full dead-load stress, which represents 70-80% of the total design load. It is highly improbable that any further cracks will occur where there are none now. It would be prudent, however, to make special note to check these in your regular inspections the first year or two of service.

Since the splice plates are now fully effective at low stresses, there are no critical stress conditions in the webs. To prevent possible further propagation of the crack, it is recommended a 3/4 or 1 inch hole be drilled at the end of the crack in the splice at the Pier 7 ring.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
May 17, 1972

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HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 2, 1972

Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

Attention Mr. E. B. Johnson

Gentlemen:

Fremont Bridge Review
HNTB Report No. 2

We have reviewed the preliminary copy of Report No. 2 and its supporting back-up data on the investigation of the center span erection. The report appears to thoroughly cover the investigation of stresses and displacements during erection of the center span. We found no area of disagreement with the findings of the report and recommend its formal issuance.

On page 6 of the report two changes in the center span erection are recommended. The first change was a recommendation that falsework two remain in place until lifting of the center span has commenced. This would prevent interference by the supporting links and the lower diaphragm plates at the end portals. The contractor has been advised that this falsework bent is to remain in place.

The second change related to displacement of the structure to control shear lag effects at Panel Point 14 and 14 Prime. Earl & Wright, the contractor's consultant in the erection of the structure, has been directed to review the erection procedures in order to reduce this shear lag effect.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Walter J. Hart
Bridge Engineer

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MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WJH:dh

cc Tom Edwards
A. E. Johnson
H. A. Schell

3-31-72

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

PROGRESS REPORT NO. 10

For the Period March 18, 1972 through March 31, 1972

ERECTION OF BACK SPANS (Estimated Completion 93%)

No work this period.

ERECTION OF CENTER SPAN (Estimated Completion 90%)

The report for this segment is being completed.

DESIGN REVIEW OF COMPLETED STRUCTURE (Estimated Completion 61%)

Forces are being tabulated to determine maximum member stresses.

Estimated Total Completion 80%

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
March 31, 1972

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3-17-72

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

PROGRESS REPORT NO. 9
For the Period March 4, 1972 through March 17, 1972

ERECTION OF BACK SPANS (Estimated Completion 93%)

Various schemes for repairing and reinforcing the tie girder at Panel Point 3 are being studied.

ERECTION OF CENTER SPAN (Estimated Completion 85%)

The report for this segment is being prepared.

DESIGN REVIEW OF COMPLETED STRUCTURE (Estimated Completion 53%)

Forces are being tabulated to determine maximum member stresses.

Estimated Total Completion 76%

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
March 17, 1972

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7214
Consult.

March 16, 1972

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Tom Edwards
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Cy - [illegible]
3-20-72

Gentlemen:

We have received and wish to thank you for your check in the amount of $34,742.40 in payment of our Invoice No. 34-1927-23-44-24-45 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

NOTED
A. E. JOHNSON

KTL:eh

cc: Mr. M. J. Kopetz

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TOM EDWARDS

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HOWARD, NEEDLES, TAMMEN & BERGENDOFF
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March 11, 1972

Mr. Tom Edwards, Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Re: Fremont Bridge
Portland, Oregon

Dear Mr. Edwards:

Reference is made to our telephone conversation of March 7, 1972 relative to corrective measures for the arch-tie girder juncture on the above referenced bridge.

We have reviewed the three sketches of corrective measures handed to us by Mr. Walter Hart in our February 29th meeting in Portland. Of these we would prefer Alternate A. We note that all three alternates would require complete removal of the lower flanges and machined parts. This remedial work would be very complicated and expensive to protect the integrity of the erected back span.

We have also reviewed the proposed reinforcement indicated on Parsons, Brinkerhoff, Quade & Douglas' Sketch SK-3. This alternative would require a great amount of tedious work to be accomplished in close quarters inside the box sections. The cost of this would probably not be substantially less than replacing the bottom flange.

We had previously furnished the attached Sketch S-1, which provides a detail similar to that used on our Milwaukee Harbor Bridge. This modification would, likewise, be very expensive and time-consuming, as it requires total replacement of the lower flange section.

At this point in our review, we believe that a more practical solution would be to add thick side gusset plates to totally replace the flange areas provided by the machined parts, as indicated on attached Sketch S-2. These side plates would be developed by high-strength bolts

NOTED
TOM EDWARDS

ahead and behind the two existing machined parts. In addition to these side plate splices, the machined part on the fractured girder would be removed and replaced with bolted splice elements.

The proposed corrective measures above have been reviewed only with respect to their basic function and practicality. As soon as a definite plan has been developed, we will make a detailed review as regards plate thickness, number of bolts, erection procedures etc.

Please contact us if you have any questions regarding our thoughts for the repair or strengthening of the back span tie girders.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

E.B. Johnson

E.B. Johnson

EBJ:ss
Enclosures
cc: Walter Hart
R.G. Crabtree

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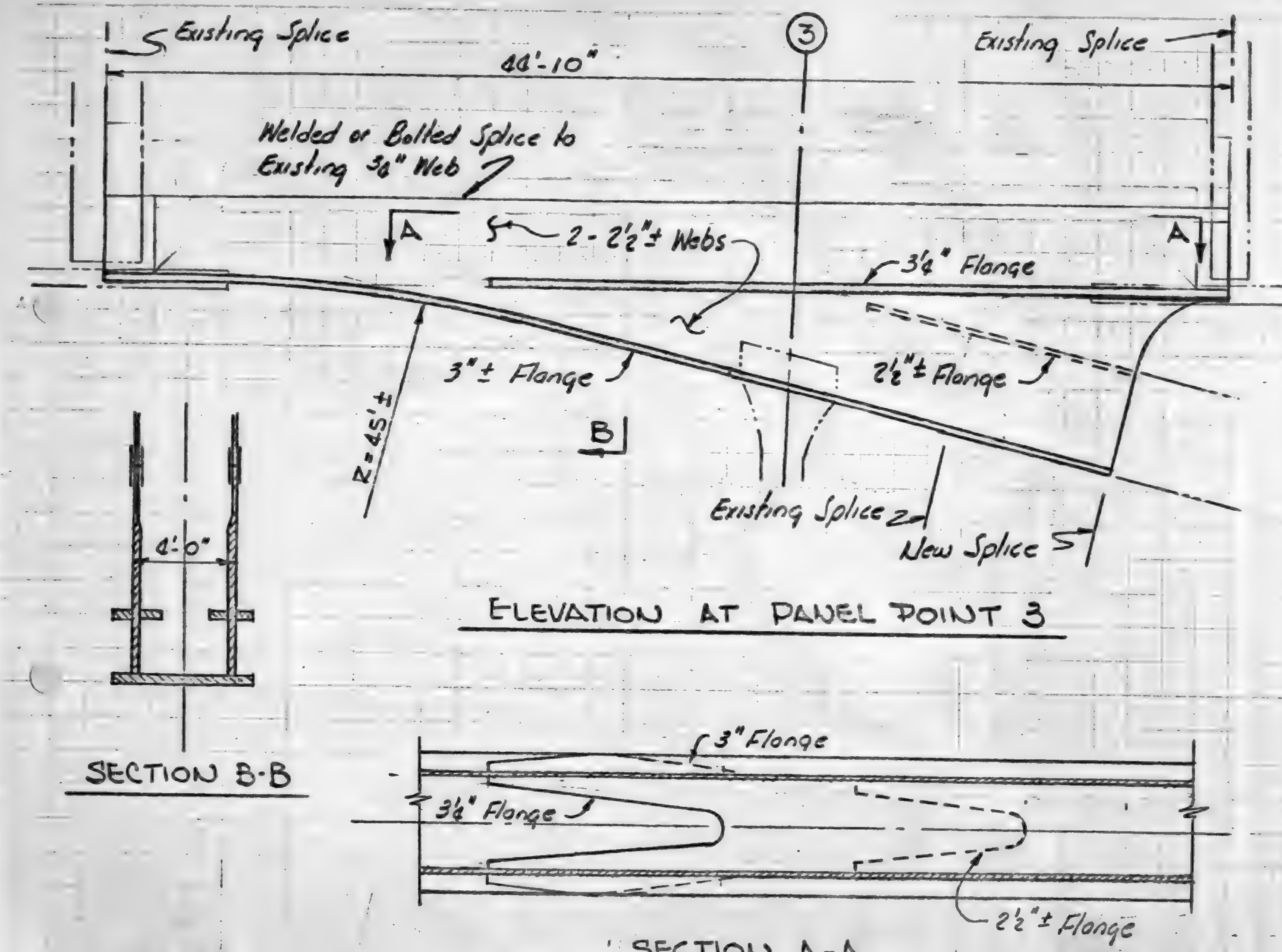
CONSULTING ENGINEERS

CALCULATIONS FOR Fremont Bridge - Portland, Oregon

MADE BY RGC DATE 12-7-71 JOB NO. 2101-11-
CHECKED BY Rev. DATE 3-8-72 SEC. NO.
SHEET NO. S-1

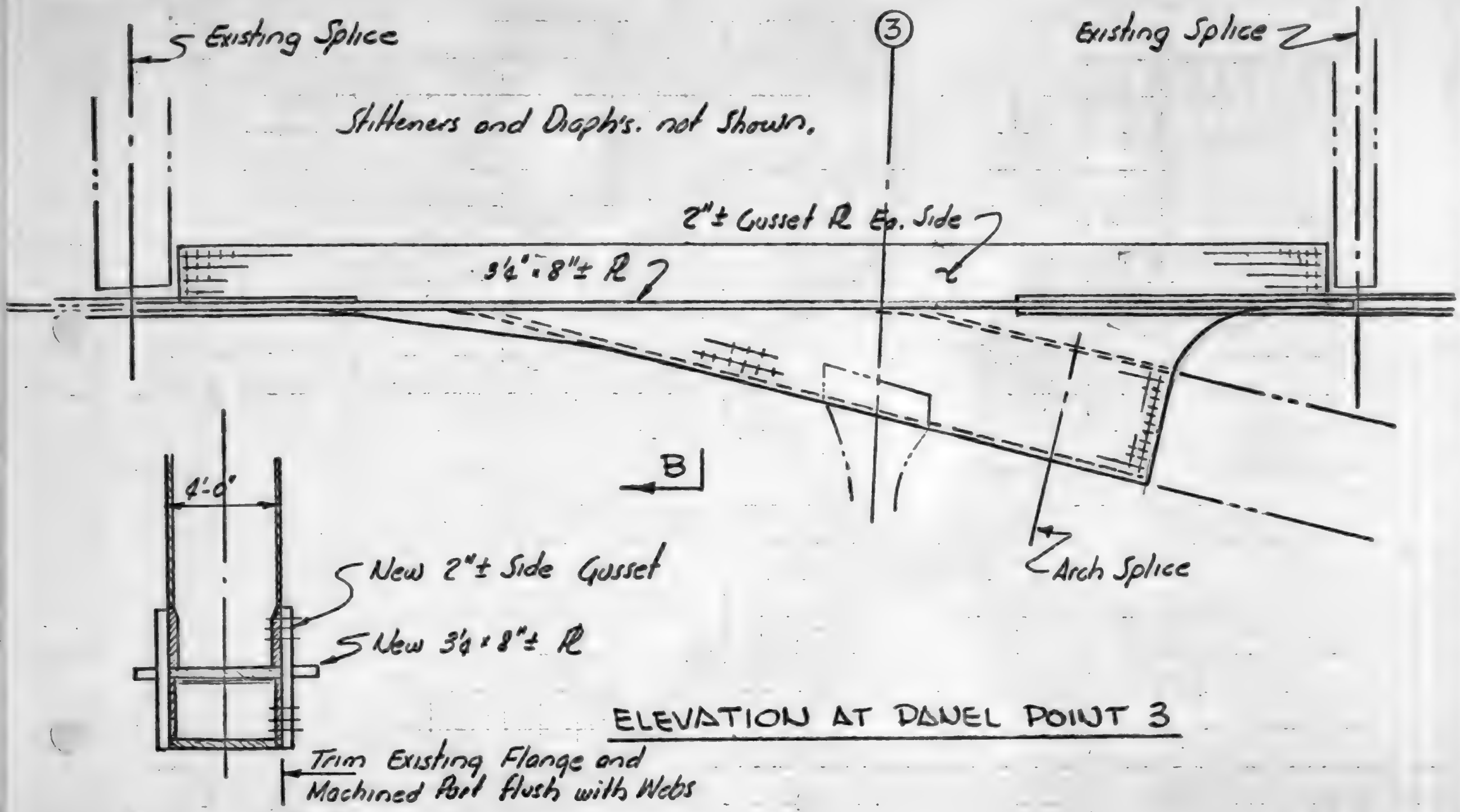


ELEVATION AT PANEL POINT 3

SECTION B-B

SECTION A-A
(Stiff. & Diaph. Not Shown)

Scale 3/16" = 1'-0"±



ELEVATION AT PANEL POINT 3

SECTION B-B

PROPOSED BOLTED SIDE SPLICE

Scale 3/16" = 1'-0"±

Fremont Bridge - Portland, Oregon

S-2

3-3-72

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

PROGRESS REPORT NO. 8

For the Period February 19, 1972 through March 3, 1972

ERECTION OF BACK SPANS (Estimated Completion 86%)

Various schemes for repairing and reinforcing the tie girder at Panel Point 3 are being studied.

ERECTION OF CENTER SPAN (Estimated Completion 80%)

Data is being compiled for a report on this segment.

DESIGN REVIEW OF COMPLETED STRUCTURE (Estimated Completion 34%)

Computer frame analysis for live load influence ordinates and for earthquake forces has been completed. Calculations for wind forces are near completion.

Estimated Total Completion 65%

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
March 3, 1972

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**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 2, 1972

Mr. Bob Crabtree
Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Dear Sir:

Structural Analysis
Fremont Bridge West Back Span

Enclosed are one print each of the following data relative to the analysis of the west back span:

1. Drawings SK-6 and SK-7, the strudl space frame analysis.
2. Finite element analysis for Panel Point 3 (strudl analysis drawings marked Drawings Nos. 1, 2 and 3).
3. Finite element analysis for junction piece at Panel Point 3 (strudl analysis drawings marked Nos. 4 and 5).
4. a. Summary of amplification factors at point of curvature.(maximum).
    b. Stress envelope along the curved radius.
    c. Stress in machined junction piece during erection Stage 6.
    d. Stress in machined junction piece during final design loading.

NOTED
A. E. JOHNSON

5. P.B.Q. & D. drawings SK-2, SK-3, SK-4 and SK-5, proposed details of bolted splices to bypass the junction piece.

6. Preliminary sketches by Oregon State Highway Division designated Drawings A, B and C. These preliminary sketches of alternate proposals for consideration in a new design detail at the junction.

Items 1 through 4 above relate to the computer analysis of the area under consideration as performed by P.B.Q. & D.

Very truly yours,

George M. Baldwin
Administrator of Highways
By
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh
Attachments

cc Mr. Tom Edwards
Mr. A. E. Johnson
Mr. I. D. Merchant
Mr. Ed Johnson, HNTB, Seattle

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February 4, 1972

Mr. Roderick L. Porter
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

Our auditors, Arthur Andersen & Co., are now engaged in an examination of our financial statements. In connection therewith, they desire that you confirm the following information regarding your account as of December 31, 1971:

Re: **Fremont Bridge Approaches**

Total amount earned to date, including retention of $ 80,722.00 not billed		$ 1,574,146.42
Less - Previous payments and credits		1,493,424.42
Total amount due as shown below		$ 80,722.00
Number and date of last billing:		#33, 7-29-71
Amount retained to date	$ 80,722.00	
Current billings due	$ -0-	$ 80,722.00

Please state in the space provided on Page 2 whether or not the above information is in agreement with your records as of December 31, 1971. If not, please furnish any information you may have which will assist the auditors in reconciling the difference.

o 9

After signing and dating your reply, please return this letter directly to Arthur Andersen & Co., P. O. Box 13406, Commerce Towers, Kansas City, Missouri 64199. A business reply envelope is enclosed for your convenience.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

RECEIVED
FEB 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

KTL:blw

Enclosure

- -

Arthur Andersen & Co.,

The preceding information agrees with our records at December 31, 1971, with the following exceptions (if any):

____

____

____

____

Signed: ________________________

By: ________________________

Date: ________________________

2-18-72

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

PROGRESS REPORT NO. 7
For the Period February 5, 1972 through February 18, 1972

ERECTION OF BACK SPANS (Estimated Completion 81%)

No work this period.

ERECTION OF CENTER SPANS (Estimated Completion 70%)

Results of the computer frame analysis have been compared with data shown in the erection drawings. There were no differences which would have a significant effect on the structure. Calculated joint displacements indicate that the horizontal and vertical alignments of the completed structure will be very close to the design alignments.

Calculations for critical stresses, including those due to shear lag in the deck plates near panel point 14, are continuing.

DESIGN REVIEW OF COMPLETED STRUCTURE (Estimated Completion 18%)

Most of the data for the computer analysis of the frame for AASHO loading has been assembled.

Estimated Total Completion 55%

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
February 18, 1972

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

MADE BY BLC DATE 2/18/72 JOB NO 2907-11-
CHECKED BY J.O.E. DATE 2-18-72 SEC NO D
SHEET NO

CALCULATIONS FOR Fremont-River Bridge

THEORETICAL STRESS CHANGE IN BOTTOM FLANGE OF TIE GIRDER NEAR PANEL POINT 3 DUE TO RAISING JACKS AT FALSEWORK BENT NO. 2

MEASURED STRESS CHANGE

On 2/11/72, jacks at FWB 2 were raised 6", resulting in the north tie girder at FWB 2 being raised 0.468 ft. above the position in which it was left shortly after the failure of the south tie girder. Strain gages on the bottom flange of the north tie girder, approx. 2' east of panel point 3 indicated stress changes of -6.32 ksi and -6.25 ksi. (One on each side.)

THEORETICAL STRESS CHANGE

Refer to Computer Problem No. 1, Loading 2 -- 100 kips upward at FWB 2.

Section 3-4, P.P. 3 is Mem. 4, Jt. 6
Section 3-4, P.P. 4 is Mem. 5, Jt. 10

Location	ΔY	ΔP	ΔM
FWB2 ^{4g}	0.0884	—	—
Mem. 4, Jt. 6	—	+21.8	-7894
Mem. 5, Jt. 10	—	+16.7	-9739
2' East P.P. 3	—	+21.6	-7976

Section Properties

Area = 1246 sq. in
Section Modulus:
Strain gages on top of flange near web. Stress distribution unknown. Use S.M. for average flange stress = $82{,}000 \text{ in}^3$

Calculated Stress

$$P = 21.6 \times \frac{.468}{.0884} = 114 \text{ k}$$

$$M = -7976 \times \frac{.468}{.0884} = 42{,}200 \text{ ft-k}$$

$$f = \frac{\overset{.09}{114}}{1246} - \frac{42{,}200 \times 12}{82{,}000} = \underline{\underline{-6.09 \text{ ksi}}}$$

(From Strain Gages 3 & 4, -6.30 ksi)

FORM NO. 6-1162

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

MADE BY BLC DATE 2/18/72 JOB NO 2907-11-
CHECKED BY J.O.E. DATE 2-18-72 SEC NO D.5
SHEET NO

CALCULATIONS FOR Fremont-River Bridge

THEORETICAL STRESS CHANGE IN BOTTOM FLANGE OF TIE GIRDER NEAR PANEL POINT 3 DUE TO RAISING JACKS AT FALSEWORK BENT NO. 2

MEASURED STRESS CHANGE

On 2/11/72, jacks at FWB 2 were raised 6", resulting in the north tie girder at FWB 2 being raised 0.468 ft. above the position in which it was left shortly after the failure of the south tie girder. Strain gages on the bottom flange of the north tie girder, approx. 2' east of panel point 3 indicated stress changes of -6.32 ksi and -6.25 ksi. (One on each side.)

THEORETICAL STRESS CHANGE

Refer to Computer Problem No. 1, Loading 2 -- 100 kips upward at FWB 2.

Section 3-4, P.P. 3 is Mem. 4, Jt. 6
Section 3-4, P.P. 4 is Mem. 5, Jt. 10

Location	ΔY	ΔP	ΔM
FWB2 ^{Ae}	0.0884	—	—
Mem. 4, Jt. 6	—	+21.8	-7894
Mem. 5, Jt. 10	—	+16.7	-9739
2' East P.P. 3	—	+21.6	-7976

Section Properties

Area = 1246 sq. in
Section Modulus:
Strain gages on top of flange near web. Stress distribution unknown. Use S.M. for average flange stress = 82,000 in^3

Calculated Stress

$$P = 21.6 \times \frac{.468}{.0884} = 114\ k$$

$$M = -7976 \times \frac{.468}{.0884} = 42,200\ ft\text{-}k$$

$$f = \frac{\overset{.09}{114}}{1246} - \frac{42,200 \times 12}{82,000} = \underline{\underline{-6.09\ ksi}}$$

(From Strain Gages 3 & 4, -6.30 ksi)

FORM NO. 6-1162

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

2-4-72

PROGRESS REPORT NO. 6
For the Period January 22, 1972 through February 4, 1972

ERECTION OF BACK SPANS (Estimated Completion 79%)

No work this period.

ERECTION OF CENTER SPANS (Estimated Completion 25%)

Computer frame analysis runs to attain member forces and joint translation for the entire structure during various stages of construction have been completed. Analysis of the results has begun.

DESIGN REVIEW OF COMPLETED STRUCTURE (Estimated Completion 13%)

No work this period.

Estimated Total Completion 43%

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
February 4, 1972

RECEIVED
FEB 11 1972
BRIDGE DIVISION

1-21-72

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

PROGRESS REPORT NO. 5
For the Period January 8, 1972 through January 21, 1972

ERECTION OF BACK SPANS

Report No. 1, "Investigation of Sidespan Erection," has been printed and submitted for review of data used in the analysis.

ERECTION OF CENTER SPAN

Manual calculations for computer input data is near completion. Refinements are being made to the dead load calculations for the entire structure to comply with information received after the original sidespan dead load calculations were made. This will not affect the conclusions and recommendations of Report No. 1, but is justified by the sensitivity of the structure to joint translations due to distribution of loads; and a more precise prediction of intermediate and final joint locations is desired for the erection of the remainder of the structure.

DESIGN REVIEW OF COMPLETED STRUCTURE

No work this period.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
January 21, 1972

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1-7-72

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

PROGRESS REPORT NO. 4
For the Period December 18, 1971 through January 7, 1972

ERECTION OF BACK SPANS

Calculations on erection stresses have been revised to incorporate the effect of cambered member lengths. An analysis of various deformations during the erection was completed.

During the reporting period calculations were reviewed and checked. Text and exhibits were prepared for Report No. 1 which covers the investigation of the sidespan erection.

ERECTION OF CENTER SPAN

No work this period.

DESIGN REVIEW OF COMPLETED STRUCTURE

No work this period.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
January 7, 1972

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ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

12-17-71

PROGRESS REPORT NO. 3

For the Period December 6 Through December 17, 1971

ERECTION OF BACK SPANS

Erection procedures and sequences have been subjected to a general review. The stage at which the failure occurred, the release of load from falsework bent No. 2, appears to be the most critical stage in the back span erection.

A computer frame analysis of the back span has been completed for conditions under which the failure occurred. Stresses in members near the point of failure compare favorably with those indicated in the erection drawings. A considerable variation was noted in the tie girder moment over the main piers. After further review it was determined that this variation might be caused by changes in member lengths to introduce camber. This is being reviewed.

A finite element analysis of stresses in the machined part indicates a significant stress-raising effect at the vicinity of the fracture in the lower radius. Preliminary indications are that even though the basic stresses are relatively low under both erection condition and final dead and live load that stresses in the extreme fiber in the radius could be in the order of 40,000 to 48,000 psi.

Further study is being made into stresses in the end links based on measured deflections and the fact that the links are bearing on the portal frame.

ERECTION OF CENTER SPAN

Work is under way to set up geometry, loads and member properties for a computer analysis of this section.

DESIGN REVIEW OF COMPLETED STRUCTURE

Analysis of the orthotropic deck floorbeams and the wind bracing system is complete. To date, there are no indications of any inadequacy.

Note: Preliminary conclusions indicated above are not necessarily final and are subject to further review and checking.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
December 17, 1971

RECEIVED
DEC 22 1971
BRIDGE DIVISION

ERECTION PROCEDURE AND DESIGN REVIEW
FREMONT BRIDGE - PORTLAND, OREGON

12-3-71

PROGRESS REPORT NO. 2
For the Week Ending December 3, 1971

ERECTION OF BACK SPANS

Erection procedures and sequences have been subjected to a general review and no discrepancies were found. As the investigation of the failure proceeds, more detailed study may possibly be indicated.

A computer frame analysis of the back span has been completed for conditions under which the failure occurred. In addition to dead load, provisions were made for investigating effects of temperature jacking, and fabrication error. Member forces computed for dead load do not vary significantly with forces tabulated in the erection drawings. Effects of other forces are being studied and an analysis to determine maximum unit stresses resulting from member forces is proceeding.

Evaluation of the finite element analysis of the section of tie girder which fractured is proceeding and is being put into graphical form as an aid to its interpretation.

Studies are being made relative to proposals for repair of the broken tie girder and alterations to the other tie girders at the same location.

ERECTION OF CENTER SPAN

No work is in progress on this phase.

DESIGN REVIEW OF COMPLETED STRUCTURE

Analysis of the wind bracing system is about half complete. So far, there has been no indication of inadequacy.

Note; Preliminary conclusions indicated above are not necessarily final and are subject to further review and checking.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
December 3, 1971

RECEIVED
DEC 22 1971
BRIDGE DIVISION

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

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1946 - 1969

August 5, 1971

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 33-1927-23-44-24

Fremont Bridge Approaches
West Fremont Interchange
Extension
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon and the West Fremont Interchange Extension over the Willamette River at Portland, Oregon, in accordance with Agreement dated March 14, 1967, Supplemental Agreement No. 2 dated September 30, 1970, and Supplemental Agreement No. 3:

FREMONT BRIDGE APPROACHES

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Agreement		67,969.00
		1,043,031.00
Less Previously Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 7/29/71

East Interchange

Structural Steel - 12,600 Tons @ 2.50/ton	$ 31,500.00	
Reinforcing Steel - 4,460 Tons @ 2.00/ton	8,920.00	
	40,420.00	
Less Previously Submitted	39,700.00	
		720.00
Balance Carried Forward		$ 720.00

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
[illegible] [illegible] OVERLAND PARK KANSAS [illegible] RICHMOND VIRGINIA SEATTLE [illegible]

Balance Brought Forward		$ 720.00
West Interchange		
Structural Steel - 7,960 Tons @ 2.50/ton	$ 19,900.00	
Reinforcing Steel - 7,280 Tons @ 2.00/ton	14,560.00	
	34,460.00	
Less Previously Submitted	34,460.00	
		0.00
Amount Due - Checking Shop Drawings		720.00
WEST FREMONT INTERCHANGE EXTENSION		
DESIGN AND WORKING DRAWINGS		
Engineering Fee:	$ 247,050.00	
Complete at 7/29/71	85.3%	
Amount Earned		210,733.65
Less Maximum Retainage per Supplemental Agreements 2 & 3		12,753.00
		197,980.65
Less Previously Submitted		166,358.25
Amount Due - Design and Working Drawings		31,622.40
AMOUNT DUE THIS INVOICE		$ 32,342.40

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Samuel J. Watkins

File

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AUG 3 - 1971
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
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July 27, 1971

Information
orig to Skoog
cy to [illegible]
7-30-71

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Roderick L. Porter
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $45,135.54 in payment of our Invoice No. 32-1927-24-44 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Dan Watkins

Daniel J. Watkins

DJW:eh

cc: Mr. M. J. Kopetz

RECEIVED
JUL 30 1971
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STATE HIGHWAY ENGINEER

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c

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
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June 16, 1971

Johnson Recommendation

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Fremont Interchanges
Portland, Oregon

Dear Mr. Edwards:

Several of our personnel have had opportunities recently to visit the site of the Fremont Bridge and observe the construction. I also visited the site about one month ago. The reports and photographs indicate the project is sufficiently advanced that its final configuration can be readily visualized. It appears it will live up to our expectations as a unique but aesthetically sound solution to a difficult problem and that it will fulfill the goals as presented in our preliminary report and exhibits.

One of those goals was compatibility of appearance between the concrete units and the steel units. The girder fascias for concrete and steel were designed to match and "drop panels" were set into the soffits of the concrete boxes to provide continuity of the steel box girder lines.

We realize the decision regarding the paint color for the steel girders has been made, but again would like to express our concern that the dark green color selected somewhat negates the desired visual architectural treatment of a continuous unobstructed flow through the transition of the steel to the concrete girders and between girders and piers. The present construction status is such that the abruptness of this change is easily visualized, particularly at conspicuous points. (For example: Note the enclosed photos, Nos. 1 through 4, of the joint near Pier 6 on the EW-WE line of the West Interchange, and Photo No. 5 on the ES-SE line near Pier 8. Photo No. 6 shows contrast of the finish coat as applied to the interior of the girders.) With the proposed green paint on the steel, the contrast will be much stronger than with the gray prime paint.

6-23-71
Copies to Hart
& Merchant

NOTED
TOM EDWARDS

We are of the opinion that the continuation of the lighter gray color used on the concrete approaches would unify the design relationship of the sculptured concrete shafts and the steel box girders into a visual unit. Also, the entire structure would be further enhanced as the overall "mass" would appear much lighter.

From the driver's viewpoint, the lower roadways of the double-decked sections would be lighter and not be visually as restrictive due to the greater light reflective value of the lighter paint color. Also, the underdeck signing would be delineated better because of the background contrast. The steel rings of the double-decked sections could be painted the light gray but preferably, as suggested at an earlier date, the use of the selected green could be picked up and be implemented as both a feature and overall visual transition in color to the Fremont Bridge.

We are not aware of the reasons for the original decision on the paint color, and we are most appreciative that it may be rather late to consider a change. Nevertheless, our concern is such that we felt obligated to express our opinion once again on this important matter.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman

Paul L. Heineman

PLH:vo

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STATE HIGHWAY ENGINEER

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June 9, 1971

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 32-1927-23-44-24

Fremont Bridge Approaches
West Fremont Interchange
Extension
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon and the West Fremont Interchange Extension over the Willamette River at Portland, Oregon, in accordance with Agreement dated March 14, 1967, Supplemental Agreement No. 2 dated September 30, 1970, and Supplemental Agreement No. 3:

FREMONT BRIDGE APPROACHES

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Agreement		67,969.00
		1,043,031.00
Less Previouly Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 5/27/71

East Interchange

Structural Steel - 12,600 Tons @ 2.50/ton	$ 31,500.00	
Reinforcing Steel - 4,100 Tons @ 2.00/ton	8,200.00	
	39,700.00	
Less Previously Submitted	39,450.00	
		250.00
Balance Carried Forward		$ 250.00

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Invoice No. 32-1927-23-44-24 OREGON STATE HIGHWAY COMMISSION
Page No. 2

Balance Brought Forward		$ 250.00
West Interchange		
Structural Steel - 7,960 Tons @ 2.50/ton	$ 19,900.00	
Reinforcing Steel - 7,280 Tons @ 2.00/ton	14,560.00	
	34,460.00	
Less Previously Submitted	34,310.00	150.00
Amount Due - Checking Shop Drawings		400.00
WEST FREMONT INTERCHANGE EXTENSION		
DESIGN AND WORKING DRAWINGS		
Engineering Fee:	$ 247,050.00	
Complete at 5/27/71	72.5%	
Amount Earned		179,111.25
Less Maximum Retainage per Supplemental Agreements 2 & 3		12,753.00
		166,358.25
Less Previously Submitted		121,622.71
Amount Due - Design and Working Drawings		44,735.54
AMOUNT DUE THIS INVOICE		$ 45,135.54

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By

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JUN 7 - 1971
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
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1906 - 1961
FRANK E. BLEISTEIN
[illegible] - 1969

T-415-9/31/53
7214
Merchant

May 28, 1971

Johnson

NOTED
A. E. JOHNSON

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97213

Re: West Fremont Interchange
Stage II, Bridge 9268A
Review Plans

Dear Sir:

We are transmitting for review and comment seven sets of plans and two sets of special provisions for the West Fremont Interchange Stage II. These review plans consist of 58 sheets each; for your convenience we are sending them to Mr. Merchant's office by copy of this letter.

These plans are complete except for checking of a few sheets and should be adequate for review. As specified in our engineering agreement, we will be prepared to submit final tracings no later than two weeks after receiving the review comments.

The attached tabulation of quantities is also submitted at this time. Although some are not checked, they should be sufficiently accurate for estimating purposes. The pertinent quantities are also marked in red in the special provisions; these are not final either.

Due to the short time scheduled for submittal of final tracings, we are continuing with the checking and processing of these plans during the review period. We will then be able to submit final tracings and quantities shortly after receipt of review comments.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L. Heineman

Paul L. Heineman

RECEIVED
JUN 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

PLH/ge
cc: Mr. Ivan Merchant with 7 sets of plans
and 2 sets of special provisions

Mr. Ed Johnson

WEST FREMONT INTERCHANGE EXTENSION - STAGE II

TABLE OF ESTIMATED QUANTITIES

Item	Bid Units	Estimated Quantities	
Shoring, Cribbing, Etc.	All	2675	Sq. Yd.
Structural Excavation	Cu. Yd.	3325	Cu. Yd.
Structural Excavation Below Elevation Shown	Cu. Yd.	360	Cu. Yd.
Special Backfill for Walls	Cu. Yd.	293	Cu. Yd.
Furnish 10 BP 42 Steel Piling	Lin. Ft.	4030	Lin. Ft.
Furnish 12 BP 53 Steel Piling	Lin. Ft.	1050	Lin. Ft.
Furnish 14 BP 73 Steel Piling	Lin. Ft.	2290	Lin. Ft.
Furnish 14 BP117 Steel Piling	Lin. Ft.	14,290	Lin. Ft.
Drive 10 BP 42 Steel Piles	Each	55	
Drive 12 BP 53 Steel Piles	Each	75	
Drive 14 BP 73 Steel Piles	Each	30	
Drive 14 BP117 Steel Piles	Each	206	
Splice 10 BP 42 Steel Piles	Each	55	
Splice 12 BP 53 Steel Piles	Each	75	
Splice 14 BP 73 Steel Piles	Each	30	
Splice 14 BP117 Steel Piles	Each	206	
Class "A" Concrete	All	11,300	Cu. Yd.
Class "A" Concrete in Retaining Walls	Cu..Yd..	240	Cu. Yd.
Reinforcement	All	3,908,600	Lbs.
Reinforcement in Retaining Walls	Lbs.	16,030	Lbs.
Structural Steel	All	201,510	Lbs.
Gore Point Protection	All	1	
Metal Parapet Railing	Lin. Ft.	2885	Lin. Ft.
8-inch PVC Pipe	Lin. Ft.	990	Lin. Ft.
Preparation of Slopes	Sq. Yd.	245	Sq. Yd.
Slope Paving	Sq. Yd.	245	Sq. Yd.
Sign Bridge Structures	All	1	
Structure Mounts	All	2	
Single Sign Supports on Bridge Railing	All	1	
Sign Illumination Equipment	All	All	
Type "C" Signs in Place	Sq. Ft.	144	Sq. Ft.
Type "D" Signs in Place	Sq. Ft.	88	Sq. Ft.
Type "U" Signs in Place	Sq. Ft.	213	Sq. Ft.
Concrete Inlets, Type B	Each	15	
Guard Rail, Type 2A	Lin. Ft.	1396	Lin. Ft.
Rail End Pieces	Each	8	
Guard Rail Blocks	Each	222	
Rail Support Blocks	Each	7	
Rail Support Posts	Each	10	

PRELIMINARY ONLY

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I 405-8(22) 1-3
7314

4 e
5-4-71

May 18, 1971

MISC. CONTRACTS and
AGREEMENTS No. 3227

Howard, Needles, Tammen and Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Paul L. Heinsman

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement providing for certain changes in obligations pertaining to the east and west interchange complexes to the Fremont Bridge in Portland.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Ivan Merchant
(8 copies of agree.)

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MAY 1[illegible] 1971
FOR FILING

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
CARL L. ERB
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT D. ORANGE
DONALD E. HARPER
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WILLIAM M. WACHTER
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

May 12, 1971

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Roderick L. Porter
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $57,112.51 in payment of our Invoice No. 31-1927-24-44 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman
Paul L. Heineman

PLH:eh

cc: Mr. M. J. Kopetz

orig to Acct
cy to Merchant
5-17-71

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MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK KANSAS PHILADELPHIA RICHMOND VIRGINIA SEATTLE WASHINGTON

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
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JOSEF SC[illegible]KIN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
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FRANK E. BLEISTEIN
1946 - 1969

April 14, 1971

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 31-1927-23-44-24

Fremont Bridge Approaches
West Fremont Interchange
Extension
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, and the West Fremont Interchange Extension over the Willamette River at Portland, Oregon, in accordance with Agreement dated March 14, 1967, Supplemental Agreement No. 2 dated September 30, 1970, and Supplemental Agreement No. 3:

FREMONT BRIDGE APPROACHES

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Agreement		67,969.00
		1,043,031.00
Less Previously Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 4/1/71

East Interchange

Structural Steel - 12,500 Tons @ 2.50/ton	$ 31,250.00	
Reinforcing Steel - 4,100 Tons @ 2.00/ton	8,200.00	
	39,450.00	
Less Previously Submitted	37,190.00	
		2,260.00
Balance Carried Forward		$ 2,260.00

Balance Brought Forward		$ 2,260.00
West Interchange		
Structural Steel - 7,900 Tons @ 2.50/ton	$ 19,750.00	
Reinforcing Steel - 7,280 Tons @ 2.00/ton	14,560.00	
	34,310.00	
Less Previously Submitted	34,185.00	
		125.00
Amount Due - Checking Shop Drawings		2,385.00
WEST FREMONT INTERCHANGE EXTENSION		
DESIGN AND WORKING DRAWINGS		
Engineering Fee:	$ 247,050.00	
Complete at 4/1/71	54.7%	
Amount Earned		135,136.35
Less 10% Retainage		13,513.64
		121,622.71
Less Previously Submitted		66,895.20
Amount Due - Design and Working Drawings		54,727.51
AMOUNT DUE THIS INVOICE		$ 57,112.51

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Paul L Heineman

15 1971

[illegible]

7214

Consult

April 13, 1971

Oregon State Highway Commission

Gentlemen:

On September 30, 1970, the Commission entered into a Supplemental Agreement No. 2 to an original agreement dated March 14, 1967, with the firm of Howard, Needles, Tammen and Bergendoff. The original agreement and first supplement provided for design and construction plans for the east and west interchange complexes to the Fremont Bridge in Portland and the second supplement provided for design and construction plans for a certain portion of the west interchange complex that was deleted from the contract plans.

Due to certain right-of-way difficulties that have developed in connection with the Wade properties in the project area, it has become necessary to abandon a considerable amount of Howard, Needles, Tammen & Bergendoff work under the second supplemental agreement. This makes it necessary that we negotiate a third supplement to the original agreement with our consultant to re-do the abandoned work.

Howard, Needles, Tammen & Bergendoff have made an offer of $84,050 with a top limit of $88,252.50 for the required work. We consider this a reasonable offer.

It is recommended that you approve this third supplement to the original agreement and that the Secretary be authorized to sign it for and on your behalf.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for the May 4 meeting for your consideration.

CAG:ag fn

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
V. E. Skoog
Robert L. Schroeder
L. H. Young

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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

PARTNERS
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JAMES F. FINN
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1906 - 1961
FRANK E. BLEISTEIN
1946 - 1969

7214

April 1, 1971

NOTED
A. E. JOHNSON

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Roderick L. Porter
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $42,970.50 in payment of our Invoice No. 30-1927-24-44 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman
Paul L. Heineman

PLH:eh

cc: Mr. M. J. Kopetz

4-5-71
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cy to Merchant

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APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 5 - 1971
FOR FILING

I 405-8(1)301
7211

Consult 18

April 1, 1971

318

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Re: Third Supplement to Consultant Agreement
West Fremont Interchange, I-405-8(1)301
Your Ref. 08-35-EC

We have your March 22 letter approving the third supplement to the original engineering agreement with Howard, Needles, Tammen & Bergendoff.

You are aware, of course of the necessity and urgency of getting this portion of the project under contract and construction at the earliest practicable date in order to obtain a completion compatible with the completion of the Fremont Bridge and, in particular, the West Fremont Interchange. Any delay in the design stage would have a resultant delay in getting the contract under way.

The consultant advised us that keeping the design work on schedule was extremely important in that once the men assigned to this project were diverted to other assignments it was extremely difficult to get them back to this project. We felt these conditions warranted our authorization to the consultant to proceed with the work immediately.

The data required by the penultimate paragraph of your letter will be furnished in the near future.

Copies of the supplement will be furnished when all necessary signatures are affixed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ms
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant

CAG:ag ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 22, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-405-8(1)301
West Fremont Interchange
Third Supplement to HNT & B Consultant Agreement

The proposed third supplement to the Howard, Needles, Tammen, and Bergendoff Consultant Agreement for the redesign of Unit 2 of the West Fremont Interchange has been reviewed and is approved as submitted with Mr. Johnson's March 21 letter. This approval is effective February 19, the date the consultant was verbally advised to proceed with the work. Mar 22

While it is normally considered inappropriate to authorize the consultant to proceed before the execution of the agreement we understand there was some considerable urgency in this case to get the work underway. Please furnish for our records your basis for considering this an emergency requiring early authorization.

It is also noted that the payroll-related and overhead costs used on Page 2 of Exhibit "C" are approximately 10% over the 78.2% supported for the second supplement to this agreement. Please furnish a breakdown of these costs to support this increase.

Also please furnish the usual three copies of the fully executed agreement as soon as they are available.

NOTED
TOM EDWARDS

RECEIVED
MAR 24 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1971
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 8 - 1971

7214

March 2, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97301

Dear Sir:

Re: West Fremont Interchange
FAP I-405-8(31)301
Third Supplement to Agreement with
Howard, Needles, Tammen & Bergendoff

We have a second supplement dated September 30, 1970, to our original engineering agreement that authorizes our consultant, Howard, Needles, Tammen & Bergendoff, to prepare plans, specifications, estimates, etc., for Unit 2 of the West Fremont Interchange, essentially, the Industrial Freeway connection. The second paragrpah of our letter of January 8, 1971, outlined the order of the consultant's work.

It now develops that the original plan for locations of columns (approved by this office and forwarded to our consultant November 25, 1970, and concurred in by your office November 18, 1970) is generating an access problem to the Wade properties in the project area that cannot be tolerated. Details pertinent to the problem and the solution to the problem are outlined in the attached memorandum of conference of February 18, 1971.

copy
Consult
Fed Aid
Dist
Sta. Division
I-405
Fremont Int.
Summit Hwy

Our consultant, by weekly report of February 18, 1971 (copy attached) states that he has Stage I construction design 100% complete and plans for the same 92%, and that this constitutes 39.3% of the work required by the second supplement. We have reviewed the consultant's work to date and find this statement to be reasonably accurate. The consultant has furnished, in duplicate, copies of all work completed to date under Supplement No. 2. These data consist of plans, design calculations, detail calculations, special provisions, and quality calculations. One copy of each is attached.

[illegible]

Necessary revisions to the consultant's work to date to provide a solution to the problem are a major undertaking. At the conference on February 18, the consultant advised us that the additional work would cost approximately $84,000. His final figure for the work and the supporting data is as stated in his February 23 letter (copy attached). The Division's estimate of the cost of the work is attached.

We propose a third supplement to the original documents to document the additional work. Four copies of this proposed supplement are attached.

Mr. Schell and Mr. Valach of your office and Mr. Tcherud of your Portland office, who were in attendance at the conference, indicated tentative approval of the proposed solution to the problem.

The consultant was advised verbally by Mr. I. D. Merchant to proceed with the work on February 19, 1971.

Will you please review the attached documents and advise whether they are satisfactory to you so that the additional cost of the work can be a part of the cooperative project costs.

Mr. Merchant is the liaison agent for the Division with the consultant.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments
W. J. Hart Memo of 2/18/71
Howard, Needles, Tammen & Bergendoff Weekly Report, 2/18/71
" " " " Letter, 2/23/71
Division Estimate, 2/19/71
Third Supplemental Agreement
Consultant's Data (file copies in Bridge)

bc R. L. Porter
Tom Edwards
I. D. Merchant
CAG:af ms

9268A

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1971

SUBJECT: West Fremont Intch., Unit II
Bridge 9268A

To:
Memo to the Files

At 1:30 p.m. on Thursday, February 18, 1971, a meeting was convened in the office of the Bridge Engineer between representatives of the Highway Division and the Federal Highway Administration. Those in attendance were Messrs. Johnson, Merchant, and Hardt of the Oregon State Highway Division; Mr. Kopetz of the consulting firm of Howard, Needles, Tammen & Bergendoff; and Messrs. Schell, Valach, and Tokerud of the Federal Highway Administration; and the writer.

The subject of the meeting was the design of Unit II of the West Fremont Interchange and, more specifically, the relationship of the R. M. Wade property to that design. The discussion opened with an explanation on the location and operational characteristics of the Wade Company. The Wade Company is a wholesaling-retailing outlet for various farm irrigation equipment. The Wade property occupies the blocks bounded by Thurmond and Upshur Streets between Northwest 19th and Northwest 20th Avenues. A single-story warehouse building with attached office space occupies approximately one-half of the property. The remainder of the block is yard area utilized for storage and fabrication purposes. There is a rail siding along the north edge of the property and a truck-loading ramp with access to Thurmond Street on the south side of the building. The operational characteristics of the warehousing are strongly oriented to the arrangement of the rail and truck access. A portion of the business's material handling is direct rail-to-truck transit without in-house storage. Disruption of either the truck or rail access would seriously impede the Company's operations.

The importance of the truck ramp access to the operation of the Wade business was recognized early in the original interchange design. In a letter of May 12, 1964, to the Wade Company, the Highway Division guaranteed access to the truck ramp both during and after construction. This guarantee was based on the original interchange pattern. Plans for the entire project were prepared and advertised for bids. At this time approval of the Industrial Freeway west of Northwest 21st Street dictated a revision in the interchange structure ramps west of Northwest 19th. For that reason the interchange structure west of 19th was deleted from the present contract during the project advertising period.

The right of way taking from the Wade property for the original interchange plan was limited to a triangular piece measuring approximately

290 feet along the north boundary of Thurmond and approximately 140 feet along the east boundary of Northwest 20th. There was no overbuilding of the existing building and the remainder of the property remained intact and operational.

Under the original interchange plan, the Freeway terminated at Northwest 21st with the interchange structure limited to two ramp structures. The extension of the Industrial Freeway west of 21st revised the interchange pattern west of 19th from two structure ramps to five structure ramps. The revised plan spread out the ramps laterally and placed structure over the Wade building and their truck ramp proper. In addition, the interchange revision necessitated realignment of Thurmond Street to the south of its present alignment.

When the revised alignment was transmitted to Howard, Needles, Tammen & Bergendoff for redesign of the westerly terminus of the interchange, no mention was made of any restriction on span arrangement or column placement as related to the Wade property. The assumption was made at that time that the revisions in the interchange plan would necessitate the right of way taking of the Wade property in its entirety.

The construction of Unit II was planned to occur in two stages. The initial construction would be limited to a structure within present right of way limits. This would permit construction of two ramps to provide a temporary connection to Northwest 21st Avenue. The Stage I construction required early scheduling in order for completion of the temporary connection to match the anticipated completion date for the main Fremont Bridge. On a cost benefit basis the opening of the westerly terminus of the interchange is of considerable significance.

In October of 1970 the preliminary layout of spans and column locations for Unit II were received from Howard, Needles, Tammen & Bergendoff. The span arrangement shown in this submittal placed one column under Stage I and two columns under Stage II directly in the area of the Wade truck access ramp. The column of concern under Stage I was located in what is now Thurmond Street. The two columns under Stage II were located within the truck ramp proper. This preliminary layout for Unit II was reviewed by the Bridge Section, by the Office of the Metropolitan Engineer, and by the Office of the Federal Highway Administration. The layout was approved essentially as submitted by all those charged with its review.

On Friday, February 12, 1971, the preliminary plan for Stage II was shown to representatives of the R. M. Wade Company. Their reaction to the placement of the column in Thurmond Street in front of their truck ramp was negative. They stated they could not operate semi trucks under the clearances and turning restrictions imposed by the presence of that column. They further indicated that it would require approximately two years for them to secure new facilities in which to move their operation. Any serious restriction on their operations within that two-year period would, in effect, terminate their business. They also suggested that if a span and column arrangement could be arrived at which would allow them to operate under both Stage I and Stage II construction, that they might consider retaining the property under a multiple-use arrangement.

On the basis of the above conditions and imposed restrictions, Mr. Kopetz was requested to restudy the span and column layout with the thought toward clearing the truck loading dock and building of columns. A revised preliminary plan meeting the above conditions has been prepared. It appears that this revised plan is, in several respects, superior to the original plan for Unit II in features other than those relating directly to the Wade property.

In reviewing the first plan for Unit II, it was determined that the ends of the structure could be shortened by moving the end of the structure closer to Northwest 20th. By rearranging the spans, it was possible to eliminate several columns. This produced an esthetically superior structure layout by reducing the columns of the previous plan. Mr. Kopetz indicated that the final design and preparation of plans for the original Unit II Stage I span arrangement is approximately ninety percent complete. The revision in the span arrangement being considered now will result in abandonment of a substantial portion of this final design.

It was a consensus of all those in attendance that there was little alternative but to make the plan revision proposed. From an operational and cost benefit basis, the westerly terminus of the interchange must be completed concurrently with the main span of the Fremont Bridge. A second benefit gained by the revised plan is that the Wade building can be overbuilt with the existing building being left essentially intact. The Wade Company has indicated an interest in retaining their operations at this location under a multiple-use agreement. This will be the subject of further discussion with Wade personnel during the first week in March.

Messrs. Schell, Valach, and Tokerud indicated preliminary concurrence of the Federal Highway Administration in the revisions of the Unit II span arrangement as discussed earlier. They agreed that under the right of way restrictions imposed it was the only reasonable alternative available. They also recognize their obligation in the original Unit II plan which was reviewed and approved by their office on November 18, 1970. Mr. Kopetz has indicated a cost of $84,000 for the redesign proposal. Mr. Schell and Mr. Tokerud indicated they would recommend approval of Federal participation in this redesign due to the circumstances described above.

The original consulting agreement with Howard, Needles, Tammen & Bergendoff for the design of the Fremont Interchanges was amended to cover the design of Unit II in September 30, 1970. This addendum to the original design agreement will request modification on the amount of an additional $84,000 to cover the redesign. This modification to the design agreement will be submitted to the Federal Highway Administration for their approval on, or about, March 1, 1971.

Walter J. Hart
Walter J. Hart
Bridge Administration Engineer

WJH:dh

cc M. J. Kopetz
H. A. Schell, Jr.
Roy Tokerud
A. E. Johnson
Edward L. Hardt

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
[illegible]
[illegible]

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

May 12, 1964

Mr. Herbert W. Winfree
Attorney at Law
644 Pacific Building
Portland, Oregon 97204

File No. 36118 - Wade
Fremont - Sunset Interchange Section
Stadium Freeway
Multnomah County

Dear Sir:

This letter is written in response to your request for additional information surrounding the proposed right of way acquisition from R. M. Wade and Company.

In company with this letter I am sending you two maps showing the plan and elevation views of our proposed structures in relation to the buildings on the Wade property. I believe these data will adequately supply you with the information you have requested concerning relative evaluations. I am also able to certify to you that the points currently marked on the ground are within one foot of ultimate pier location.

Please also be advised that the State is prepared to guarantee a right of transit beneath the structures for the purpose of ingress and agress to Thurman Street for loads of a legal height.

I trust that you will find the foregoing information adequite for your needs and will enable you to make a response to our previous monetary offer which is based upon the information contained in this letter.

Very truly yours,

[illegible]
[illegible]

[illegible]

RECEIVED
[illegible]
BRIDGE DIVISION

WARD, NEEDLES, TAMMEN & BERGE OFF

WEST FREMONT INTERCHANGE EXTENSION
Weekly Progress Report

Report No. 19

Week Ending: 2-18-71

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Comple
A. DESIGN AND WORKING DRAWINGS					
1. Preliminary	100	5.5	5.5		
2. Structure Design*	74	22.4	16.5		
3. Structure Plans*	59	62.0	36.5		
4. Electrical Plans	37	2.6	0.9		
5. Signing Plans	35	5.6	2.0		
6. Special Provisions	50	1.9	1.0		
SEGMENT TOTAL		100.0	62.4	95.3	59.5
B. SHOP DRAWING REVIEW					
Structural Steel	0	11.0	0		
Reinforcing Steel	0	89.0	0		
SEGMENT TOTAL		100.0	0	4.7	
JOB TOTAL				100.0	59.5

% COMPLETE TOTAL 59.5

*For Stage I plans only design is 100% complete, and plans are 92% complete.

RECEIVED
FEB 18 1971
BRIDGE DIVISION

RECEIVED
MAR 4 - 1971
FOR FILING

I-405-8(20)303
7214
Spec

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

February 23, 1971

Johnson

NOTED
E. B. JOHNSON

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Mr. Ivan D. Merchant

Re: Engineering Services for Revised Design
West Fremont Interchange - Portland, Oregon

Dear Sir:

Pursuant to our discussions in Salem on February 18, and as requested by Mr. Merchant, we are furnishing herewith a detailed estimate of costs and our fee for the revised designs of the West Fremont Interchange. These estimates of man-hours and costs identified as Exhibit C are furnished as documentation for our oral request for a fee of $84,000 for revised designs and drawings based on the interchange layout approved on February 18.

The man-hours and costs shown on Exhibit C include allowances for any changes in the scope of work and for salvage of work already performed under Supplement No. 2 to the engineering agreement. As evidence of the estimated progress of the work to date under said supplement, we will forward under separate cover two complete sets of prints of drawings, design and detail calculations, and the special provisions. These prints are stamped as "Record Prints" dated February 19, 1971. This is the date on which all work anticipated under Supplement No. 2 was suspended.

We estimate that review plans for Stage II can be submitted to you in 14 weeks. An additional two weeks for final processing after receipt of your review comments will be required. Stage III plans can be completed two months thereafter.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman

Paul L. Heineman

RECEIVED
FEB 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

PLH:vo

cc E. B. Johnson

cc to [illegible]
2-26-71

EXHIBIT C
Sheet 1 of 2

FREMONT BRIDGE APPROACHES
PORTLAND, OREGON

ENGINEERING ESTIMATE
(For revised layout February 18, 1971)

2. Final Design and Working Drawings

A. Structural Design	
Revised Estimate	2800 MH
Less Work not completed under Supplement No. 2 2600* x 0.26**	680 MH
Net hours	2120 MH
B. Bridge Plans	
Revised Estimate	8200 MH
Less Work not completed under Supplement No. 2 8500* x 0.41	3480
Less plans salvaged	200 MH
Net hours	4520 MH
C. Electrical Plans	
Revised Estimate	300 MH
Less Work not completed 300* x 0.63	190
Less plans salvaged	80
Net hours	30 MH
D. Signing Plans	
Revised Estimate	720 MH
Less Work not completed 720* x 0.65**	470 MH
Less plans salvaged	250
Net hours	0 MH
E. Specifications	
Revised Estimate	175 MH
Less Work not completed 175 x 0.50	87.5
Less work salvaged	67.5
Net hours	20 MH

*From Exhibit A, Supplement No. 2, Sheet 2 of 3 dated September 16, 1970.

**From Progress Report No. 19 dated February 18, 1971.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

February 23, 1971

EXHIBIT C
Sheet 2 of 2

Additional Work - Final Design and Working Drawings

Structural Design	2120 hours @ $6.50 =	$13,780	
Bridge Plans	4520 hours @ 5.50 =	24,860	
Electrical Plans	30 hours @ 6.50 =	195	
Signing Plans	0 hours @ 6.00 =	0	
Specifications	20 hours @ 8.00 =	160	
			$38,995
Overhead			34,315
Reproduction and Supplies		120	
Communications		80	
Computer Expense		1,000	
Travel and Subsistence		200	
			1,400
Sub-total			$74,710
Profit			9,340
TOTAL			$84,050

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

February 23, 1971

W. Fremont Intch. - Unit 2 Mult.
Wood Feb. 24, 1971

DESIGN COST ESTIMATE (SUPPLEMENT #3)

A. Estimated construction cost, stage I = $2,400,000
B. Estimated construction cost, stage II = $1,500,000
C. Estimated total construction cost = $3,900,000
D. Estimated design cost based on 3 man-hours per $1,000 of const. cost and salaries of $6^{50}/hr.
E. Estimated breakdown of design cost:
- 10% Preliminary design
- 80% Design, plans, spec's., estimates
- 10% Check shop drawings

1. Preliminary Design (Stage I + Stage II)
   - (a) Salaries = (3,900 × 3 × 6.5)0.1 = $7,605
   - (b) Overhead = 78% salaries = 5,932
   - (c) Profit = 15% all costs = 2,030 $15,567

2. Design, Plans, Spec's., Est. (Stage I + Stage II)
   - (a) Salaries = (3,900 × 3 × 6.5)0.8 = $60,840
   - (b) Overhead = 78% salaries = 47,455
   - (c) Profit = 15% all costs = 16,244 $124,539

3. Check Shop Drawings (Stage I)
   - (a) Salaries = (2,400 × 3 × 6.5)0.1 = $4,680
   - (b) Overhead = 78% salaries = 3,650
   - (c) Profit = 15% all costs = 1,250 $9,580

Sheet 2
Mult.

W. Fremont Intch. - Unit 2
Wood Feb. 24, 1971

4. Design Completed under Supplement #2
   (a) Design and working drawings
   $163,000 x 62.4 % = $101,712

5. Design Completed under Supplement #2 which may be used in Supplement #3
   (a) Electrical 0.8 %
   (b) Signing 1.5 %
   (c) Special Prov. 0.9 %
   3.2 % x $163,000 = -$5,216

Total estimated obligation (Supplement #2 and #3) = $246,182

Original obligation (Supplement #2) = 163,000

Net Design Cost Estimate (Supplement #3) = $83,182

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

PARTNERS
CARL L. ERB
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
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1946 - 1969

February 19, 1971

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 30-1927-23-44-24

Fremont Bridge Approaches
West Fremont Interchange
Extension
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, and the West Fremont Interchange Extension over the Willamette River at Portland, Oregon, in accordance with Agreement dated March 14, 1967 and Supplemental Agreement No. 2 dated September 30, 1970:

FREMONT BRIDGE APPROACHES

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Agreement		67,969.00
		1,043,031.00
Less Previously Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 1/28/71

East Interchange

Structural Steel - 12,100 Tons @ 2.50/ton	30,250.00	
Reinforcing Steel - 3,470 Tons @ 2.00/ton	6,940.00	
	37,190.00	
Less Previously Submitted	36,795.00	
		395.00
Balance Carried Forward		$ 395.00

Balance Brought Forward		$ 395.00
West Interchange		
Structural Steel - 7,850 Tons @ 2.50/ton	$ 19,625.00	
Reinforcing Steel - 7,280 Tons @ 2.00/ton	14,560.00	
	34,185.00	
Less Previously Submitted	30,485.00	
		3,700.00
Amount Due - Checking Shop Drawings		4,095.00
WEST FREMONT INTERCHANGE EXTENSION		
DESIGN AND WORKING DRAWINGS		
Engineering Fee:	$ 163,000.00	
Complete at 1/28/71	45.6%	
Amount Earned		74,328.00
Less 10% Retainage		7,432.80
		66,895.20
Less Previously Submitted		28,019.70
Amount Due - Design and Working Drawings		38,875.50
AMOUNT DUE THIS INVOICE		$ 42,970.50

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Paul L Heineman

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FEB 22 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-405-[illegible]
7274

February 12, 1971

AIR MAIL - SPECIAL DELIVERY

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

NOTED
A. E. JOHNSON

Attention Mr. M. J. Kopetz

Gentlemen:

West Fremont Interchange Extension

Enclosed are two xerox copies of a letter-size sheet showing proposed column and span arrangements in the West Fremont Interchange Section that I discussed with you by telephone today.

As explained to you, the problem arises from the columns in Bent 11 on the 21st off-ramp and the EW and SW lines in the vicinity of Station 385. The main thing to keep in mind is that the loading dock of the Wade Building should be clear of columns and falsework so that it would be useable at all times.

Any other thoughts you may have on this matter would be appreciated and, as requested, you are to study the layout indicated on the enclosed sheets and discuss by telephone Tuesday noon when I call you from Bend.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

IDM:dh
Encl.

cc A. E. Johnson

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FEB 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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7714

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE. KANSAS CITY, MISSOURI 64106
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

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1946 - 1969

January 28, 1971

Johnson

Oregon State Highway Commission
Saled, Oregon

Attention: Mr. Roderick L. Porter
State Highway Engineer

Re: Fremont Bridge Approaches
and West Fremont Interchange
Extension
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $30,164.70 in payment of our Invoice No. 29-1927-23-44-24 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman
Paul L. Heineman

PLH:eh

cc: Mr. M. J. Kopetz

2-2-71
orig to C.T.G.
cy to Merchant

NOTED
TOM EDWARDS

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FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

U JAN 8 - 1971

I-405-8(20) 303
1214
Contract
201

January 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Re: West Fremont Interchange
FAP I-405-8(1) 301
Second supplement to agreement with
Howard, Needles, Tammen & Bergendoff

In reply to your memo of December 9, 1970, our legal staff advises that the agreement as prepared and signed is a legal document and the fee schedule as attached is a part of it. However, to satisfy the exception taken in the second paragraph of your memo, the agreement could be amended by letter endorsed by both parties. A signed copy of the amending letter is attached.

With regard to the proposed revision to Article 2(a) of the consultants' September 16, 1970, letter, the matter of a complete preliminary study for the extension was discussed in considerable detail with the consultants; and it was decided that a complete preliminary study was not necessary, as general configuration and details of the extension would have to follow in line with existing plans and construction. We did request and the consultant agreed that he would submit, at the earliest practicable date, preliminary studies for grade lines, pier spacings and general scheme for stage construction for review. This particular phase of the work has been completed by the consultant, the data reviewed by the State and the Federal Highway Administration and returned to the consultant. It was our thought that considerable final design work could be accomplished by the consultant while the above listed data was being reviewed by the State. By this procedure, we were able to reduce the consultants' requested time of approximately eight months to complete the work to approximately six months (200 calendar days) as stated in the supplemental agreement, all this contributing to our getting the work under construction at the earliest practicable date.

With regard to the last paragraph of your memo, our estimate of September 22, 1970, for the cost of the proposed work gave the basic data for preparation of the estimate, this data being taken from the attached cost curve. The two estimates, State - $165,422, and consultant - $171,010, indicate that both the State and the consultant were in agreement as to the cost of the work and no additional comments were needed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
V. E. Skoog
L. H. Young
Ivan Merchant
F. D. Morgan
R. L. Schroeder

CAG:ag sr

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 21, 1970

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Gentlemen:

Fremont Approaches
Second Supplemental Agreement Dated 9/30/70

The Federal Highway Administration in their final review of our second supplemental agreement to the original agreement has taken exception to the fact that the fee schedule attached to the supplement is not mentioned in the body of the agreement and hence is not a part of the agreement and the cost of the work there under would not be on a State/Federal cooperative basis.

The supplemental agreement, as written and signed, was approved and endorsed by our legal department and we presume was satisfactory to your legal staff. However, to satisfy the FHA exception, we propose by this letter, to amend the supplement by addition of the following:

2(f) Payment for work involved in this second supplemental agreement dated 9/30/70 will be made in accordance with the "Revised Schedule of Fees, to Accompany Supplement No. 2" which is attached hereto and made a part hereof.

If you accept the amendment as written above please indicate the same by endorsing a copy of this letter in the space provided and return the same to me. When all necessary signatures are affixed, a completely signed copy will be returned to you.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

CAG/ag

Howard, Needles, Tammen & Bergendoff
By________________________________

Floyd Query

Floyd Query, Secretary
Department of Transportation
Highway Division

REVISED SCHEDULE OF FEES

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

ENGINEERING AGREEMENT

TO ACCOMPANY SUPPLEMENT NO. 2

Item	Original Agrt.	Supplement No. 1	Supplement No. 2	Revised Totals
Prelim. Dwgs. & Cost Est.	64,000	20,000	No Change	84,000
Found'n Investig. & Report	74,000	5,389.50	No Change	79,389.50
Design & Working Drawings	1,111,000	No Change	163,000	1,274,000
Checking Shop Drawings	85,000	No Change	8,010	93,010
Total	1,334,000	25,389.50	171,010	1,530,399.50
*Contingencies	26,000	No Change	8,990	34,990
Limiting Amt. of Agrt.	1,360,000	25,389.50	180,000	1,565,389.50

*Note pay item. To establish a limiting amount for the agreement.

REVISED SCHEDULE OF FEES

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

ENGINEERING AGREEMENT

TO ACCOMPANY SUPPLEMENT NO. 2

Item	Original Agrt.	Supplement No. 1	Supplement No. 2	Revised Totals
Prelim. Dwgs. & Cost Est.	64,000	20,000	No Change	84,000
Found'n Investig. & Report	74,000	5,389.50	No Change	79,389.50
Design & Working Drawings	1,111,000	No Change	163,000	1,274,000
Checking Shop Drawings	85,000	No Change	8,010	93,010
Total	1,334,000	25,389.50	171,010	1,530,399.50
*Contingencies	26,000	No Change	8,990	34,990
Limiting Amt. of Agrt.	1,360,000	25,389.50	180,000	1,565,389.50

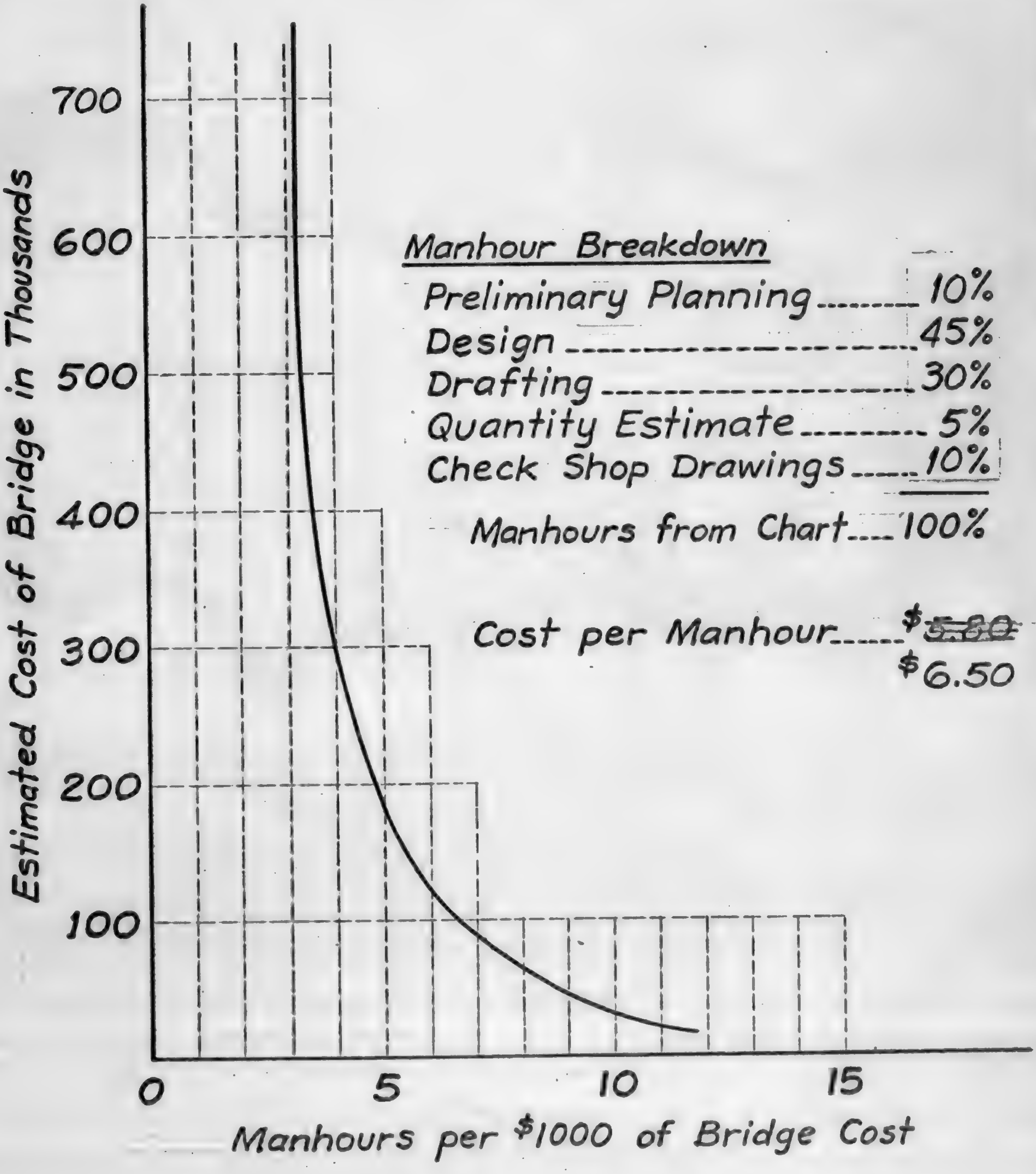
*Note pay item. To establish a limiting amount for the agreement.

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet

Bridge Time Required for Bridge Design County

Calculations by Wood Date Aug. 23, 1967 Bridge No.



Manhour Breakdown

Preliminary Planning	10%
Design	45%
Drafting	30%
Quantity Estimate	5%
Check Shop Drawings	10%
Manhours from Chart	100%

Cost per Manhour ~~$5.80~~ $6.50

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 9, 1970

In reply refer to: 08-35-EC

RECEIVED
DEC 15 1970
BRIDGE DIVISION

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
West Fremont Interchange Section
Second Supplement to Howard, Needles, Tammen & Bergendoff Consultant Agreement

In the formal review of the second supplement to the Consultant Agreement with Howard, Needles, Tammen, and Bergendorf for the design of the approaches to the Fremont Bridge two points were raised that appear to require further attention.

Although the consultant with his September 16, 1970 letter furnished an estimate of the cost to perform the additional work proposed under this supplement and indicated the fee he expects there is no mention of this in the body of the supplement. An opinion has been offered within our organization that the mere attachment of a revised schedule of fees to an agreement without a specific reference to the revised attachment in the agreement does not make it a part of that agreement. With this opinion in mind it appears that there is no basis for participation in the cost of this additional work.

The consultants proposed revision to Article 2(a) of the agreement also described in their September 16, 1970 letter appears to be a similar case. There isn't any indication in the body of the agreement of any response to the consultants proposal.

While the proposal may merely involve a procedural step to facilitate the review of the design under the above conditions there is no basis for participation in any additional costs generated by this proposal.

We assume this is not your real intent in this matter, therefore, we suggest that either this second supplement be amended to include specific reference to these two items or an explanation be furnished as to why an amendment is not needed.

Also before the final processing of this supplement can be completed a statement as to the reasonableness of the fee is needed as required under Paragraph 2b of PPM 40-6. Although we have copies of the State's cost computation a written explanation is in order.

RECEIVED
DEC [illegible] 1970
OFFICE OF [illegible]

Johnson
Pls handle

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB

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CABLE: HOWARDNEED KANSASCITY

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1946 - 1969

December 21, 1970

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 29-1927-23-44-24

Fremont Bridge Approaches
West Fremont Interchange
Extension
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, and the West Fremont Interchange Extension over the Willamette River at Portland, Oregon, in accordance with Agreement dated March 14, 1967 and Supplemental Agreement No. 2 dated September 30, 1970:

FREMONT BRIDGE APPROACHES

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Agreement		67,969.00
		1,043,031.00
Less Previously Submitted		1,043.031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 12/3/70

East Interchange

Structural Steel - 11,950 Tons @ 2.50/ton	$ 29,875.00	
Reinforcing Steel - 3,460 Tons @ 2.00/ton	6,920.00	
	36,795.00	
Less Previously Submitted	35,535.00	
		1,260.00
Balance Carried Forward		$ 1,260.00

Invoice No. 29-1927-23-44-24
Page No. 2

OREGON STATE HIGHWAY COMMISSION

Balance Brought Forward		$ 1,260.00
West Interchange		
Structural Steel - 7,650 Tons @ 2.50/ton	$ 19,125.00	
Reinforcing Steel - 5,680 Tons @ 2.00/ton	11,360.00	
	30,485.00	
Less Previously Submitted	29,600.00	
		885.00
Amount Due - Checking Shop Drawings		2,145.00
WEST FREMONT INTERCHANGE EXTENSION		
DESIGN AND WORKING DRAWINGS		
Engineering Fee:	$ 163,000.00	
Complete at 12/3/70	19.1%	
Amount Earned		31,133.00
Less 10% Retainage		3,113.30
		28,019.70
Less Previously Submitted		0.00
Amount Due - Design and Working Drawings		28,019.70
AMOUNT DUE THIS INVOICE		$ 30,164.70

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Paul L Heineman

RECEIVED
DEC 7 1970

FORM E-30 30M 10-68

ON FILE

I-405-4(30)503
7714

Correct

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1970

SUBJECT: West Fremont Interchange Extension

To: Memo to File

I-405-4(1)301

On December 2, I phoned Paul Heineman of Howard, Needles, Tammen & Bergendoff relative to progress on the design of the West Fremont Interchange Extension. I pointed out to Mr. Heineman that we are most anxious to contract the middle part of the extension in order to provide access to the surface streets and that the terms of our contract with his organization are for a completed design for the entire project on about April 1, 1971.

I called Mr. Heineman's attention to the fact that the outer ramps could be designed at a later date and that the purpose of my call was to ascertain the earliest possible date on which we could obtain a design for the middle portion. He said that he would confer with Jack Kopetz and call me the following day.

On December 3, Mr. Kopetz called and stated that their understanding of a completion date for the entire project was about middle April, this being on the basis that they had 200 workdays, but that they could submit the middle portion design at an earlier date. He felt they could submit to us about March 1 preliminary designs which would give us a basis for review and consultation with the Federal Highway Administration and could follow up with completed tracings in the middle of March.

It was agreed that this would be our goal. On this basis, we would have six weeks prior to the April 29 letting, and it is conceivable that we could advertise the project on April 8. In order to do this, it would be necessary that our Specifications Unit and our Bridge Section proceed with reviews and preparation of any additional specifications upon receipt of the preliminary plans about March 1.

AE Johnson

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc Tom Edwards
I. D. Merchant
F. B. Klaboe
R. L. Schroeder
Frank Hall

DEC 8 - 1970

I-405-8(20)503
12-14
Consult

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
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1908 - 1961
FRANK E. BLEISTEIN
1946 - 1968

December 4, 1970

Mr. Al Johnson
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97213

Re: West Fremont Interchange Extension
Bridge No. 9268A

Dear Mr. Johnson:

This is to confirm the telephone conversation of yesterday regarding the scheduling of the West Fremont Interchange.

By increasing the staff assigned to this project and concentrating on the contract for the first stage, we can furnish review plans about March 1, six or seven weeks ahead of schedule. (Plans are due 200 days after Notice to Proceed or about April 17.) These plans will be about 90 percent complete, sufficient for your review and the review of the Bureau of Public Roads. During review, we will continue with final checking, quantities, and processing of the plans so that final tracings could be ready two or three weeks later. However, any delays in review or any major changes could extend this time.

We will continue thereafter on the plans for the stage two construction to be submitted at a later date. It is anticipated this will not be too long after the original contract completion date of April 17.

NOTED
A. E.

12-7-70
cy to Edwards
Klaboe
12-8-70
Schroeder
Merchant

Yours truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman
Paul L. Heineman

RECEIVED
DEC 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PLH:cjd

cc: Mr. Ivan D. Merchant

DEC 9 - 1970

I-405-8(20)30
7214
Consult.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB

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1903 - 1953
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1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

December 3, 1970

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Roderick L. Porter
State Highway Engineer

Re: Fremont Bridge Approaches
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $11,785.00 in payment of our Invoice No. 28-1927-44 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman
Paul L. Heineman

PLH:eh

cc: Mr. M. J. Kopetz

NOTED
TOM EDWARDS

12-7-70
copy to Merchant
Skoog

RECEIVED
DEC 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
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FOR FILING

I-405-2(20)223
7214

Consult

172

November 25, 1970

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. M. J. Kopetz

Gentlemen:

Re: Preliminary Plans, West Fremont Interchange, Unit 2
Stadium Freeway, Multnomah County
Bridge 9268A

We have reviewed the preliminary plans for the remaining section of structure on the West Fremont Interchange which accompanied your letter of October 29. The span arrangement and type of construction proposed are generally acceptable to the State. There are two revisions in column placement we would request.

Pier 14 on the 21st Avenue off-ramp should be shifted back 18 feet ± to approximately Station 387+93 in order to improve sight distance at this intersection.

Pier 13 on the "SW" line should be shifted back 40 feet ± to approximately Station 386+70 in order to improve the possible revised alignment of N.W. 20th Avenue.

The revision in the placement of the two indicated piers may necessitate some shifting of higher numbered piers in order to achieve a more balanced span arrangement.

Advanced information on this proposed column shift was given in a telephone message by Mr. Merchant to your office on Monday, November 23.

The office of the Metropolitan Engineer will develop a plan for the possible realignment of N.W. 20th Avenue taking into account the access problem to the Consolidated Freightways terminal in the area south and west of the 20th Avenue-Thurman Avenue intersection. The preferred plan would be to cul-de-sac N.W. 20th south of Thurman Avenue in order not to depress N.W. 20th in this location. North of Thurman, N.W. 20th would be depressed for structure clearance and relocated around the structure columns. The Metropolitan Engineer's office will also develop a construction plan for the road work and incidental items necessary to connect the structure ramps for the next stage of construction to the existing street system.

During the construction phase of the next unit, N.W.20th Avenue will be closed to traffic between Thurman and Upshur. Traffic will be maintained on Thurman Avenue with a temporary realignment within the existing right-of-way required east of its intersection with N.W. 20th.

The geometry and design of the retaining walls at the west end of the structure should be for the final grades and alignment leading into the Industrial Freeway. The extent of walls to be constructed under Stage I will be determined at a later date when temporary connection geometry is finalized.

A signing plan for both the temporary and final traffic pattern is now being prepared by our Traffic Section. When information on size, message and location of the on-structure signs is available it will be forwarded to you.

A copy of the right-of-way map showing the existing right-of-way between Savier and Upshur and 19th and 20th is enclosed.

We are enclosing a copy of the pile driving record for Unit 1 of the West Fremont Interchange. Also enclosed is a copy of the inventory of the maximum lineal footage of surplus 10BP42 and 12BP53 piling from the Unit 1 construction. This data is being sent to you as a guide in the determination of pile length requirements for Unit 2. The surplus piling are being purchased by the State for stockpiling at the site. These surplus piles should be incorporated in the design of the Unit 2 substructure.

We are returning one set of the preliminary plans on which we have indicated the suggested revised column locations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bbc R. L. Porter
Tom Edwards
F. B. Crandall
F. L. Hall
Ivan Merchant
R. L. Schroeder

Enclosures

bc R. E. Simpson

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 18, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-405-8(1)301
West Fremont Interchange

Mr. Hart's November 5, 1970 letter transmitted preliminary plans for the last section of the West Fremont Interchange. We have reviewed these plans and approve them as being the apparent acceptable solution of the ground connection to the West Fremont Interchange.

As you know this approval is to allow the consultant to proceed with final plans and gain valuable lead time. Our approval is given with the understanding that the city will accept the plans prior to construction and the usual compliance requirements for Federal-aid project of this kind.

We note that Pier 14 on the 21st Street Offramp hinders sight distance at the corner of NW 20th and Upshur. We also note that Pier 13 WE may be affected by grade line adjustments to NW 20th Street. We understand that NW 20th Street will be closed temporarily because of vertical clearance limitations. Please bring these points to the attention of your consultant.

11-23-70
info cy to [illegible]
" " Bob Schroeder

referred to
Young
11-24-70

NOTED
TOM EDWARDS

RECEIVED
NOV 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1970
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 23, 1970

In reply refer to: 08-35-EC

7214

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
West Fremont Interchange
Consultant Agreement with Howard, Needles, Tammen, and Bergendoff

The second supplemental agreement to the original agreement with Howard, Needles, Tammen and Bergendoff for preliminary and design work on the structures in the above section is approved effective September 16.

This agreement was transmitted with Mr. Merchant's November 13 letter.

cc:
Region (08-00.331)
OSHD (Gardner)

NOTED
A. E. JOHNSON

cc Merchant
11-27

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

A.E.J.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 24 1970
FOR FILING

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7214

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9-30-50

MISC. CONTRACTS and
AGREEMENTS No. 3329

November 12, 1970

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Kopets

Gentlemen:

Attached for your records is a fully executed copy of Supplement No. 2 to an original agreement dated March 14, 1967, for the design and other work on the East and West Fremont Bridge approach complexes.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Ivan Merchant
(8 agreements attached exc. exhibit)

RECEIVED
NOV 6 1970

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7214

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 5, 1970

To:

Mr. F. B. Crandall
Traffic Engineer

BUILDING

SUBJECT: Signing
West Fremont Interchange
Stadium Freeway
Multnomah County

The Highway Division's consulting structural engineer on the West Fremont Interchange, Howard, Needles, Tammen & Bergendoff, is now engaged in the design of the remaining structure to complete the interchange. In order for the consultant to proceed with their assigned design work they need information on the location, size, and wording of all signs which are to be located on the structure.

Signing plans should be prepared to cover that signing required for the temporary connection to Northwest 21st Avenue and, also, that future signing required for the Industrial Freeway.

I am enclosing two prints of the alignment of the West Fremont Interchange in the area between Northwest 18th Avenue and Northwest 21st Avenue. On one print the alignment of the temporary connection to Northwest 21st Avenue is shown. The second print illustrates the next two stages of construction. The construction covered under stage 1 is tentatively scheduled for letting in June of 1971. The stage 2 construction will be deferred until the start of construction on the Industrial Freeway.

The time alloted the consultant to complete his assigned design work is very restrictive. The preparation of signing plans for this area should receive your earliest consideration in order that the work of the consultant will not be delayed.

ORIGINAL SIGNED
WALTER J. HART

RECEIVED
NOV 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Enclosure

cc A. E. Johnson

NOTED
A. E. JOHNSON

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

PARTNERS
CARL L. ERB
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. ORANGE
DONALD E. HARPER
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BROWNING CROW
CHARLES T. HENNIGAN
EDGAR B. JOHNSON
DANIEL J. WATKINS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

ASSOCIATE
REX M. WHITTON

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1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

November 3, 1970

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 28-1927-23-44

Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Contract		67,969.00
		1,043,031.00
Less Previously Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 10/22/70

East Interchange		
Structural Steel - 11,550 Tons @ 2.50/ton	$ 28,875.00	
Reinforcing Steel - 3,330 Tons @ 2.00/ton	6,660.00	
	35,535.00	
Less Previously Submitted	25,800.00	
		9,735.00
West Interchange		
Structural Steel - 7,500 Tons @ 2.50/ton	$ 18,750.00	
Reinforcing Steel - 5,425 Tons @ 2.00/ton	10,850.00	
	29,600.00	
Less Previously Submitted	27,550.00	
		2,050.00
Amount Due - Checking Shop Drawings		11,785.00
AMOUNT DUE THIS INVOICE		$ 11,785.00

Invoice No. 28-1927-23-44
Page No. 2

OREGON STATE HIGHWAY COMMISSION

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Samuel J Watkins

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

PARTNERS
CARL L. ERB
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ERNEST E. HOWARD
1903 - 1953
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1908 - 1961
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1946 - 1969

October 29, 1970

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97213

Re: West Fremont Interchange Extension
Bridges 9268A and B

Dear Mr. Merchant:

Enclosed are three sets of prints of the preliminary plans for the West Fremont Interchange Extension. These are submitted for your review and comment. We believe the span layouts present the best apparent solution to the problems presented in the stage construction, realignment of Thurman Street and structure economy.

The alignment shown for Thurman Street is the one on which the span layouts are based. The coordinates of the controlling piers are given, should you elect to change the alignment. Critical clearance points are also given for Thurman and 20th Streets for your information in preparing the roadway plans. You will note the alignment of 20th Street is not changed. The critical clearance points are such that little would be gained by shifting 20th Street laterally.

The horizontal geometry of the WS and EW lines was revised in order to separate the roadways for the stage construction. The alignments were pulled back to essentially match the original alignment off-structure to the west, but some slight adjustments will be required in your roadway plans. The vertical geometry essentially matches the preliminary grades furnished to us by your office and seem appropriate.

Retaining walls of nominal heights are required at the bridge ends, as shown. The temporary connection to 21st Street, as shown on your drawing, will not clear the wall along SW. This will require special construction considerations for the wall or relocation of the temporary connections. Please advise your preference. The wall between SW and WE has

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ALEXANDRIA, VIRGINIA   BOSTON   CHARLESTON, WEST VIRGINIA   CHICAGO   CLEVELAND   DALLAS   DES MOINES
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NEW YORK   ORLANDO   OVERLAND PARK, KANSAS   PHILADELPHIA   RICHMOND, VIRGINIA   SEATTLE   WASHINGTON

been arbitrarily stopped at Station 393+00. It appears you may want to transition this into a median planter-barrier, as was done on the ES and SE legs. Please advise if this is satisfactory.

Certain details are shown on Sheet 3 for your consideration. It is anticipated that details in general would conform to the previous plans. Note, we show the drop panels in the bottom of the boxes transitioned out, as was done on the lower portions of the East Interchange. The columns are compatible with the present construction with rounded ends and standardized radii on the ears.

On receipt of your comments and/or approval of the span layouts, we will submit the following:

1. Column coordinates for field check of the clearances and footing elevations.
2. Drain locations for establishing the sewer connections.
3. Preliminary lighting plans.

We will require the following information, also, from your office:

1. On-structure sign location, size and wording.
2. Exact location of present right-of-way limits.

Yours truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

MJK:op

Enc.

RECEIVED
NOV 2 1970
BRIDGE DIVISION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 24, 1970

AGENDA

4 ff

Oregon State Highway Commission

Gentlemen:

On March 14, 1967, the State entered into an agreement and on December 12, 1967, a supplement to that agreement with the firm of Howard, Needles, Tammen and Bergendoff, Consulting Engineers, to do preliminary studies, design, prepare contract plans and specifications for the East and West Fremont Bridge approach complexes.

Subsequent to the design of these approach complexes but prior to the contracting thereof, the State received approval for the Industrial Freeway - I-505 which connected to the westerly oriented legs of the west interchange. The development of the Industrial Freeway required redesign of the extreme westerly portion of the west approach to fit the traffic patterns which would accrue upon completion of that section.

Plans for the Industrial freeway have progressed to a stage that permits the State to proceed with that work deleted from the original project but with major modifications to the originally planned work. It is logical to call on our Consultant to complete the contract plans and specifications for the project. A second supplemental agreement has been negotiated with our Consultant for a fee of not to exceed $180,000 for the additional work.

~~[illegible] here at [illegible]-30~~

3 copies of agreement to Admin for sig 10-8

The supplemental agreement has the contingent approval of the Federal Highway Administration.

I recommend your approval and request authority for the Secretary to sign the supplemental agreement for and in your behalf.

sent 2 copies to Legal 10-12

This matter will be on the agenda for your consideration at the September 30 meeting.

Ⓐ
2 COPIES TO BE SIGNED

By Secretary

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query ✓
Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan Merchant
L. H. Young
V. E. Skoog
R. L. Schroeder

NOTED
FLOYD QUERY

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SEP 24 1970

I-405-8(20)303
7214

Salem, Oregon
September 23, 1970

Mr. F. B. Klaboe
Asst. State Highway Engineer

Mr. R. L. Schroeder
Metropolitan Engineer

The Federal Highway Administration audit has failed to unearth the comparative cost study made by this Division in arriving at an agreed contract price for the Howard, Needles, Tammen and Bergendoff study of the I-205 configuration and for the DeLeuw, Cather study of the Marquam Bridge problem.

Will you please see that these are placed in the proper file, with a copy to be sent to the Federal Highway Administration.

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

Mr. Wayne R. Schmidt
Federal-Aid Auditor
Federal Highway Administration
Room 409, State Highway Building
Salem, Oregon 97310

R. L. Porter

The DeLeuw, Cather has since been found. T.E.

SEP 24 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

405-8-20 303
7314

September 22, 1970

AIR MAIL

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention Mr. Paul Heineman

Gentleman:

East Fremont Interchange
Completion of contract plans,
specifications, and estimates

This is to acknowledge receipt of your letter of September 16 with your fee and time schedule for the completion of engineering services on the West Fremont Interchange. The agreement is now being processed and we have hopes of having it approved by the Oregon State Highway Commission at its meeting on September 29 with the hope that we can give you word to proceed with the preliminary design by October 1.

Your proposal requested one month's time for the preliminary study and seven months for the preparation of plans, specifications, and estimates. Confirming our recent telephone conversation, this will be reduced to a total time of six and one-half months after notice to proceed. It is understood that the six and one-half months will include the period of time necessary for you to make the preliminary studies for transmittal to the State. After receipt of the preliminary studies the State will advise you at the earliest possible time as to the acceptance of the span and column arrangement and give you notice to proceed with the final plans.

I am enclosing two prints of Plan B which is a proposed realignment of Thurmond Street. The City of Portland has approved this plan in general; however, you should feel free to make minor modifications to fit the overall plan and column arrangement. Two prints of profiles are also enclosed for your use.

NOTED
A. E. JOHNSON

It is the State's desire to award a contract for the first phase of construction not later than June 1, 1971, and earlier if possible. This means that the State will need the plans, specifications, and estimates about April 15, 1971, in order to meet the above contracting date. Anything you can do to meet this date or improve on this date will be greatly appreciated by the State.

Please feel free to call upon me for any additional material or items which you may need.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dh
Enclosure

cc A. E. Johnson

RECEIVED
SEP 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
CARL L. ERB
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
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7214

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September 21, 1970

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Roderick L. Porter
State Highway Engineer

Re: Fremont Bridge Approaches
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $13,285.00 in payment of our Invoice No. 27-1927-44 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman

Paul L. Heineman

PLH:eh

cc: Mr. M. J. Kopetz

NOTED
R. L. PORTER

RECEIVED
SEP 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1970
FOR FILING

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7214
Consult

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

September 16, 1970

Johnson -
Pls Expedite

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Mr. Ivan D. Merchant

Re: Engineering Services
Revised Plans
West Fremont Interchange
Portland, Oregon

Dear Sir:

Pursuant to your recent request, we are pleased to present herein our proposal for the performance of engineering services in connection with the subject project. We have reviewed the draft of the engineering agreement which you transmitted to us by letter of September 4, 1970. Our proposal is based on the description of services given in the draft agreement.

We propose a few deviations from the draft agreement. These are:

Article 2 (a)

Prior to preparation of contract construction plans, we propose to submit preliminary plans, for review and approval of all agencies, showing pier locations and roadway alignment. It is contemplated these preliminary drawings will be adapted for use in the contract plans.

It is assumed that detailed schedules and bending diagrams for reinforcing bars will not be required in the contract drawings.

Copy to Merchant 9-21-70

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

⑤

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Paul Heinman agreed that they could and would complete all work in 6 1/2 months after notice to proceed. On the basis that this supplemental agreement can be cleared with the Comm. on Sept. 29, HNT+B could be given notice to proceed by Oct 1. This would complete the work by HNT+B by April 15 - '71 and permit a contracting date of abt. June 1, 1971 for a completion in April of '72.

For our services, we ask compensation in accordance with the following schedule:

1. Preliminary Design and Plans - A lump sum amount of $8,900.
2. Design and Working Drawings - A lump sum amount of $154,100.
3. Checking Shop Drawings - Compensation at the rate of $6.00 per ton of fabricated structural steel and $4.00 per ton of reinforcing steel. Rates to be applied against the final approved pay weights of these materials. It is understood this compensation includes allowance for checking shop drawings of incidental items such as signing, handrail and electrical details.

We estimate the time for completion of the Preliminary Design and Plans at 30 days after notice to proceed, and completion of the Final Plans at seven months after approval of the preliminary plans.

For your convenience in reviewing our proposal, a detail estimate of our costs is attached as Exhibit A. You are aware of the complexities in design of this unit. We have recognized same in our projection of manhours and have used actual cost data from the previous designs in preparing this estimate. We also attach, as Exhibit B, a tabulation of overhead costs applicable to the year 1969.

We are pleased to have this opportunity to be of service and look forward to working with you on this important project.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman

Paul L. Heineman

PLH:vo

Att. Exhibits A and B

RECEIVED
SEP 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Paul Heinman agreed that they could and would complete all work in 6 1/2 months after notice to proceed. On the basis that this supplemental agreement can be cleared with Comm. on Sept. 29, HNT+B could be given notice to proceed by Oct 1. This would complete the work by HNT+B by April 15 -'71 and permit a contracting date of abt. June 1, 1971 for a completion in April of '72.

File

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
CARL L. ERB
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. ORANGE
DONALD E. HARPER
BERNARD H. ROTTINGHAUS
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ASSOCIATE
REX M. WHITTON

ADVISORY BOARD
ENOCH R. NEEDLES
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ELMER K. TIMBY
JOSEF SORKIN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

September 16, 1970

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Johnson - Pls Expedite

Attention: Mr. Ivan D. Merchant

Re: Engineering Services
Revised Plans
West Fremont Interchange
Portland, Oregon

Dear Sir:

Pursuant to your recent request, we are pleased to present herein our proposal for the performance of engineering services in connection with the subject project. We have reviewed the draft of the engineering agreement which you transmitted to us by letter of September 4, 1970. Our proposal is based on the description of services given in the draft agreement.

We propose a few deviations from the draft agreement. These are:

Article 2 (a)

Prior to preparation of contract construction plans, we propose to submit preliminary plans, for review and approval of all agencies, showing pier locations and roadway alignment. It is contemplated these preliminary drawings will be adapted for use in the contract plans.

It is assumed that detailed schedules and bending diagrams for reinforcing bars will not be required in the contract drawings.

NOTED
TOM EDWARDS

⑤

ALEXANDRIA, VIRGINIA   BOSTON   CHARLESTON, WEST VIRGINIA   CHICAGO   CLEVELAND   DALLAS   DES MOINES
FAIRFIELD, NEW JERSEY   HARRISBURG   KANSAS CITY   LAHORE, WEST PAKISTAN   MIAMI   MILWAUKEE   MINNEAPOLIS

For our services, we ask compensation in accordance with the following schedule:

1. Preliminary Design and Plans - A lump sum amount of $8,900.
2. Design and Working Drawings - A lump sum amount of $154,100.
3. Checking Shop Drawings - Compensation at the rate of $6.00 per ton of fabricated structural steel and $4.00 per ton of reinforcing steel. Rates to be applied against the final approved pay weights of these materials. It is understood this compensation includes allowance for checking shop drawings of incidental items such as signing, handrail and electrical details.

We estimate the time for completion of the Preliminary Design and Plans at 30 days after notice to proceed, and completion of the Final Plans at seven months after approval of the preliminary plans.

For your convenience in reviewing our proposal, a detail estimate of our costs is attached as Exhibit A. You are aware of the complexities in design of this unit. We have recognized same in our projection of manhours and have used actual cost data from the previous designs in preparing this estimate. We also attach, as Exhibit B, a tabulation of overhead costs applicable to the year 1969.

We are pleased to have this opportunity to be of service and look forward to working with you on this important project.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L. Heineman

Paul L. Heineman

PLH:vo

Att. Exhibits A and B

RECEIVED
SEP 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

EXHIBIT A

Sheet 1 of 3

FREMONT BRIDGE APPROACHES
PORTLAND, OREGON

ENGINEERING ESTIMATE

1. Preliminary Design and Plans

Architectural	40 hours @ $10.00 =	$ 400	
Structural Design	400 hours @ 6.50 =	2,600	
Electrical	70 hours @ 7.00 =	490	
Signing	40 hours @ 7.00 =	280	
			$ 3,770
Overhead			2,930
Reproduction		$ 620	
Computer Expense		160	
Communications		20	
Travel and Subsistence		400	
			1,200
Subtotal			$ 7,900
Profit			1,000
TOTAL			$ 8,900

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

September 16, 1970

EXHIBIT A
Sheet 2 of 3

2. Final Design and Working Drawings

Structural Design	2,600 hours @ $6.50 =	$ 16,900	
Bridge Plans	8,500 hours @ 5.50 =	46,750	
Electrical Plans	300 hours @ 6.50 =	1,950	
Signing Plans	720 hours @ 6.00 =	4,320	
Specifications	175 hours @ 8.00 =	1,400	
			$ 71,320
Overhead			55,680
Reproduction and Supplies		$ 3,720	
Communications		80	
Computer Expense		6,000	
Travel and Subsistence		300	
			$ 10,100
Subtotal			$ 137,100
Profit			17,000
TOTAL			$ 154,100

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

September 16, 1970

EXHIBIT A
Sheet 3 of 3

3. Shop and Erection Drawings

Manhour Rate

Structural Designer	20%	x	$7.00	=	$1.40
Designer-Detailer	80%	x	5.50	=	4.40
					$5.80

Structural Steel

0.52 Hours @ $5.80	= $3.00
Overhead	= 2.33
Subtotal	$5.33
Profit	0.67
TOTAL	$6.00/Ton

Reinforcing Steel

0.345 Hours @ $5.80	= $2.00
Overhead	= 1.56
Subtotal	$3.56
Profit	0.44
TOTAL	$4.00/Ton

DETERMINATION OF ESTIMATED MAXIMUM FEE FOR SHOP DRAWINGS

Structural Steel 180,000 x 1.5/2000 = 135 T @ 6.00 =$ 810
Reinforcing Steel 180,000 x 20/2000 = 1,800 T @ 4.00 = 7,200
$8,010

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

September 16, 1970

1 Prelim 8,900
2 Des 154,100
3 Sh. S.D. 8,010
171 010
.05
855 050

171 010
8 550
179 560
Say 180,000

EXHIBIT A
Sheet 3 of 3

3. Shop and Erection Drawings

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Reinforcing Steel

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Overhead	=	1.56
Subtotal		$3.56
Profit		0.44
TOTAL		$4.00/Ton

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Reinforcing Steel	180,000 x 20/2000 =	1,800 T	@ 4.00 =	7,200
				$8,010

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

September 16, 1970

EXHIBIT B

Howard, Needles, Tammen & Bergendoff

Consulting Engineers

Summary and Breakdown of Salary-Related and Overhead Costs
Expressed as Percentages of Direct Payroll Charged to Job

Item and Account Numbers	Per cent of Direct Payroll Costs	
Salary-Related Costs		
1. Holidays, Sick Leave and Vacation (901-904)	12.67	
2. Employees' Group Insurance (905, 911)	4.19	
3. Workmen's Compensation Insurance and Social Security, Unemployment and Disability Taxes (906-908, 910)	5.50	
4. Miscellaneous Employee Benefits and Retirement Plan (909,912)	2.11	
Total Salary-Related Costs		24.47%
Overhead Costs		
5. Partner, Associate and Consultant Salaries (740, 741, 994)	7.09	
6. Staff, Administrative, Secretarial and Clerical Salaries Not Chargeable to Specific Projects (920-924, 992)	14.88	
7. Rent, Utilities, Maintenance and Supplies (930-935)	14.63	
8. General, Public and Professional Liability Insurance (940-942)	1.72	
9. Personal Property and Miscellaneous Taxes (945-946)	.32	
10. Preliminary and Organizational Expenses (950-954, 960-961)	3.47	
11. Depreciation, Amortization of Leasehold Improvements, Legal and Audit Fees, Professional Dues and Licenses, Postage, Telephone and Telegraph, Professional Development, Miscellaneous Expenses and Service Department Costs (720, 721, 970-972, 980-991, 995)	11.62	
Total Overhead Costs		53.73%
Total Salary-Related and Overhead Costs		78.20%

NOTES:

a. Direct payroll costs are those Design Office salaries charged directly to the project.

b. Code and Account Numbers refer to internal accounting procedures.

c. Percentages shown are for calendar year 1969 and will be used for partial payment of fees. Final determination of fees will be based on actual overhead unless final billing is made prior to end of year, in which case overhead percentages of prior year will be used.

d. All Salary-Related and Overhead Costs are included except Interest Expense and Non-deductible Contributions (745 and 955).

e. Partners' Compensation computed at an established rate of $20 per hour for 2,080 hours is not subject to adjustment on audit.

Summary and Breakdown of Salary-Related and Overhead Costs Expressed as Percentages of Direct Payroll Charged to Job

Item and Account Numbers	Per cent of Direct Payroll Costs	
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1. Holidays, Sick Leave and Vacation (901-904)	12.67	
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Total Overhead Costs		53.73%
Total Salary-Related and Overhead Costs		78.20%

NOTES:

a. Direct payroll costs are those Design Office salaries charged directly to the project.

b. Code and Account Numbers refer to internal accounting procedures.

c. Percentages shown are for calendar year 1969 and will be used for partial payment of fees. Final determination of fees will be based on actual overhead unless final billing is made prior to end of year, in which case overhead percentages of prior year will be used.

d. All Salary-Related and Overhead Costs are included except Interest Expense and Non-deductible Contributions (745 and 955).

e. Partners' Compensation computed at an established rate of $20 per hour for 2,080 hours is not subject to adjustment on audit.

f. If, upon completion of the project, an audit is required to form a basis for final payment, then the Consultant shall be reimbursed for any direct and/or indirect costs to him resulting from such an audit.

Revised 4/7/70

W. Fremont Connection to I-505 Multnomah
Wood 9-9-70

FINAL DESIGN COST

A. Estimated construction cost, Stage I = \$2,580,000
B. Estimated construction cost, Stage II = \$1,706,000
C. Estimated total construction cost = \$4,286,000
D. Estimated design cost based on 3 man-hours per \$1,000 of const. cost and salaries of $\$6^{50}$/hr.
E. Estimated breakdown of design cost:
  10 % Preliminary design
  80 % Design, plans, spec's., estimates
  10 % Check shop drawings

1. Design, Plans, Spec's., Estimates (Stage I + Stage II)

(a) Salaries = (4,286 x 3 x 6.5)0.8 = \$66,862
(b) Overhead = 60% salaries = 40,117
(c) Misc. costs = 1,000
(d) Profit = 15% all costs = 16,197
\$124,176

2. Check Shop Drawings (Stage I)

(a) Salaries = (2,580 x 3 x 6.5)0.1 = \$5,031
(2,580 x 3 x 0.1) = 774 man-hrs.
(b) Overhead = 60% salaries = 3,019
(c) Profit = 15% all costs = 1,207
\$ 9,257

Final Design Cost = \$133,433

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet

W. Fremont Connection to I-505 Multnoma

Calculations by Wood Date 9-9-70 Bridge No.

FINAL DESIGN COST

A. Estimated construction cost, Stage I = $2,580,00
B. Estimated construction cost, Stage II = $1,706,00
C. Estimated total construction cost = $4,286,00
D. Estimated design cost based on 3 man-hours per $1,000 of const. cost and salaries of $6.50/hr.
E. Estimated breakdown of design cost:
    10% Preliminary design
    80% Design, plans, spec's., estimates
    10% Check shop drawings

1. Preliminary Design (Stage I + Stage II)
    (a) Salaries = (4,286 x 3 x 6.5)0.1 = $8,358
    (b) Overhead = 63% salaries = 5,265
    (c) Profit = 15% all costs = 2,043 $15,66

2. Design, Plans, Spec's., Estimates (Stage I + Stage II)
    (a) Salaries = (4,286 x 3 x 6.5)0.8 = $66,862
    (b) Overhead = 63% salaries = 42,123
    (c) Misc. costs = 1,000
    (d) Profit = 15% all costs = 16,498 $126,48

3. Check Shop Drawings (Stage I)
    (a) Salaries = (2,580 x 3 x 6.5)0.1 = $5,031
    (2,580 x 3 x 0.1) = 774 man-hrs.
    (b) Overhead = 63% salaries = 3,169
    (c) Profit = 15% all costs = 1,230 $9,430

Total Design Cost $151,57

Sheet

Bridge W. Fremont Connection to I-505 Multnom
Calculations by Wood Date 9-22-70 Bridge No.

FINAL DESIGN COST

A. Estimated construction cost, Stage I = \$2,580,00
B. Estimated construction cost, Stage II = \$1,706,00
C. Estimated total construction cost = \$4,286,00
D. Estimated design cost based on 3 man-hours per \$1,000 of const. cost and salaries of $\$6^{50}$/hr.
E. Estimated breakdown of design cost:
10% Preliminary design
80% Design, plans, spec's., estimates
10% Check shop drawings

1. Preliminary Design (Stage I + Stage II)
(a) Salaries = (4,286 x 3 x 6.5)0.1 = \$8,358
(b) Overhead = 78% salaries = 6,519
(c) Profit = 15% all costs = 2,231 \$17,108

2. Design, Plans, Spec's., Estimates (Stage I + Stage II)
(a) Salaries = (4,286 x 3 x 6.5)0.8 = \$66,862
(b) Overhead = 78% salaries = 52,152
(c) Misc. costs = 1,000
(d) Profit = 15% all costs = 18,002 \$138,01

3. Check Shop Drawings (Stage I)
(a) Salaries = (2,580 x 3 x 6.5)0.1 = \$5,031
(2,580 x 3 x 0.1) = 774 man-hrs.
(b) Overhead = 78% salaries = 3,924
(c) Profit = 15% all costs = 1,343 \$10,298
Total Design Cost = \$165,422

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7214 303

September 4, 1970

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Paul L. Heineman

Re: West Fremont Interchange

Dear Mr. Heineman:

Developments are such that the design and construction of the remaining units of the West Fremont Interchange can now be undertaken. Under separate cover I am sending you three prints each of the following material to be used in the design and preparation of contract plans for the remaining two units:

Alignment Plan, Scale 1" = 50'

I-505 Temporary Connection, Scale 1" = 100'

8 Profiles covering the following lines: WE, EW, WS, L & SW, 21st off-ramp, 23rd Avenue on-ramp, 22nd Avenue on-ramp, 23rd Avenue off-ramp with 22nd Avenue ramp revision and Vaughn Street revision.

The state is desirous of building as much of the remaining structure as possible within existing right of way, which is shown on the 1" = 50' alignment map. It is our belief that the full width construction can be constructed from EW station 381+28 to EW 384+00 approximately and that the SW and WE line structures will be completed to approximately station 389+40 to a filled approach connecting to 21st Avenue. The terminating stations will be left to your judgment depending on the final realignment of Thurman Street and the filled embankments adjacent to 20th Avenue. The plans for earthwork approaches, pavement, etc., necessary to make the connection to 21st Avenue will be prepared by the state for inclusion in the contract after receipt from you of the west end structural layout. Also that no additional foundation work is necessary because of that done for the original structure and our

NOTED
A. E. JOHNSON

experience in pile driving at pier 8 and other piers in the vicinity. It will be necessary to provide a realignment of N.W. Thurman Street. It is our desire to realign Thurman Street to the south and return to the present alignment approximately at N.W. 19th Avenue and keeping N.W. 20th Avenue open to traffic.

In the completion of this project, the state desires complete construction plans and specifications on a stage basis, the first stage as mentioned above being WE and SW lines to a ground connection immediately west of 20th Avenue and the full width structure insofar as it can be built in the right of way.

The second stage would be the completion of the remaining portions of the structure to be constructed with the Industrial Freeway. It will be necessary to separate the plans, specifications and estimates to provide for these two stages of construction.

I am enclosing three pages of a preliminary draft of the Second Supplemental Agreement. At the earliest possible time we will need from you your proposed fee with all backup material for the final design as indicated in 2 (a) and 2 (b) of the entire package and for the checking of shop details 2 (c) during the first stage only of construction. Also your estimate of the time necessary to accomplish the above work after notification to proceed. Inasmuch as it is not known when the second stage of construction would be contracted, it does not seem reasonable to ask you for an estimate for checking shop details on this portion of the work.

Please feel free to call upon me for any clarification or any details which are not included or shown on the plans and profiles.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:ew
Enc. - 2nd Supp. Agreement (part)

cc: A. E. Johnson

Ed Johnson
1326 Fifth Avenue
Seattle, Wash. 98101
w/Plans & Profiles (2)

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

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ERNEST E HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

August 21, 1970

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 27-1927-23-44

Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Contract		67,969.00
		1,043,031.00
Less Previously Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 7/31/70

East Interchange

Structural Steel - 8,400 Tons @ 2.50/ton	$ 21,000.00	
Reinforcing Steel - 2,400 Tons @ 2.00/ton	4,800.00	
	25,800.00	
Less Previously Submitted	13,255.00	
		12,545.00

West Interchange

Structural Steel - 7,500 Tons @ 2.50/ton	$ 18,750.00	
Reinforcing Steel - 4,400 Tons @ 2.00/ton	8,800.00	
	27,550.00	
Less Previously Submitted	26,810.00	
		740.00
Amount Due - Checking Shop Drawings		13,285.00
AMOUNT DUE THIS INVOICE		$ 13,285.00

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF.

By Paul L Heineman

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 6, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
Johnson
vy- 8-10-70

SUBJECT: Oregon Project I-405-8(1)301, West Fremont Interchange

In response to Mr. Klaboe's letter of August 4, this office is in agreement with the need for preparing a supplemental agreement to the present agreement with the firm of Howard, Needles, Tammen and Bergendoff. The supplement would be for preparation of detail design from the Fremont Bridge to just west of NW. 20th Avenue.

The agreement cannot be approved until it is prepared and reviewed. The need has been established for such an agreement for detailed design work for traffic service to the area upon completion of the Fremont Bridge.

The charges for the project should be made to Route 405 and will be considered as approaches within the concept of providing service at this location at an early date.

Simpson:nig

cc Barber
COF
Mocking 8-11-70
Young

NOTED
TOM [illegible]

RECEIVED
AUG 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]
AUG 5 - 1970
FOR FIL

I 405-8(20)303
7714

August 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Consultant Agreement, West Fremont
Interchange, FAP I-405-8(1)301

Under an agreement of March 14, 1967, the State employed the firm of Howard, Needles, Tammen and Bergendoff to do certain investigation and design work on the East and West Approaches to the Fremont Bridge. By supplemental agreement of December 12, 1967, further studies were authorized to revise roadway widths.

Preliminary designs were completed by the consultant to N.W. 21st Avenue; however, the detailed design was stopped just east of N.W. 19th Avenue in order to be able to fit either an elevated or depressed section on to the west, as might be indicated by a joint use and development study requested of the Portland Planning Commission.

Verification of the depressed facility is now apparent and it is our desire to obtain a supplemental agreement with the consultant, provide him with the revised data and have him complete the detailed design work for the structures. This would be from just east of N. W. 19th Avenue to just west of N. W. 20th Avenue and then would allow construction of the closing gap in order to get traffic down to the city streets for a temporary connection.

Your approval of such a supplemental agreement is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
D. J. Barbee
R. L. Schroeder

ADO:jp srb

RECEIVED
JUL 13 1970
FOR FILING

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, 474-4900
CABLE: HOWARDNEED KANSASCITY

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

July 9, 1970

REFERRED TO Skoog
FOR
R. L. PORTER

[illegible] -05
7214

Oregon State Highway Commission
Salem, Oregon

x17 1C

Attention: Mr. Roderick L. Porter
State Highway Engineer

Re: Fremont Bridge Approaches
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $20,005.00 in payment of our Invoice No. 26-1927-44 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L Heineman
Paul L. Heineman

PLH:eh

cc: Mr. M. J. Kopetz

RECEIVED
JUL 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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1946 - 1969

June 12, 1970

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 26-1927-23-44

Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Contract		67,969.00
		1,043,031.00
Less Previously Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS - Completed at 5/21/70

East Interchange

Structural Steel - 3,750 Tons @ 2.50/ton	$ 9,375.00	
Reinforcing Steel - 1,940 Tons @ 2.00/ton	3,880.00	
	13,255.00	626-1017-900
Less Previously Submitted	0.00	13,255.00

West Interchange

Structural Steel - 7,500 Tons @ 2.50/ton	$ 18,750.00	
Reinforcing Steel - 4,030 Tons @ 2.00/ton	8,060.00	
	26,810.00	626-1001-900
Less Previously Submitted	20,060.00	6,750.00
Amount Due - Checking Shop Drawings		20,005.00

APPROVED
Ivan D Merchant
BRIDGE ENGINEER

AMOUNT DUE THIS INVOICE $ 20,005.00

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Paul L Hineman

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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APR 29 1970
FOR FILING
7-405-8(20)303
7214

April 23, 1970

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: Fremont Bridge Approaches
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $20,600.00 in payment of our Invoice No. 25-1927-23-44 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Paul L. Heineman

Paul L. Heineman

PLH:eh

cc: Mr. M. J. Kopetz

NOTED
TOM EDWARDS

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STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
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1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

March 26, 1970

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 25-1927-23-44

Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design, construction plans and the checking of shop drawings for the East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	
Completed	100%	
Amount Earned		$ 1,111,000.00
Less Maximum Retainage per Contract		67,969.00
		1,043,031.00
Less Previously Submitted		1,043,031.00
Amount Due - Design and Working Drawings		0.00

CHECKING SHOP DRAWINGS

Shop Drawings Completed through February 27, 1970:

Reinforcing Steel - 4,030 Tons @ $ 2.00 per Ton	8,060.00
Structural Steel - 4,800 Tons @ $ 2.50 per Ton	12,000.00
Amount Due - Checking Shop Drawings	20,060.00
AMOUNT DUE THIS INVOICE	$ 20,060.00

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

626-1011-900

By Paul L Heineman

C

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MAR 2 - 1970

FOR FILING

I-405-8(20)303

7214

Consult

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

INTER-OFFICE CORRESPONDENCE

Job No.	Received	Comment	Note & Ans.	Note & Ret.	Note & File	Note & Ret.	Noted	Answered

To .... File

From ...... Jack Kopetz

Subject ... West Fremont Interchange ...... Date 2-23-70

Several meetings were held in the Canron plant and the Fremont Project office in Vancouver on February 10 and 11th. In attendance were:

Mr. Tom Edwards - Oregon State Highway Department
Mr. Ivan Merchant - " " " "
Mr. Roy Tokerud - Federal Highway Administration (BPR)
Mr. Herb Schell - " " "
Mr. Paul Heineman - Howard, Needles, Tammen & Bergnedoff
Mr. Ed Johnson - " " " "
Mr. Jack Kopetz - " " " "
Mr. Donald Scott - Pittsburgh Testing Laboratory
Mr. Ken Petersen - " " "
Mr. Leon Trethewey - Canron, Ltd.
Mr. B. T. Lawry - " "
Mr. V. A. Tickell - " "
Mr. Dick Davies - " "

In the Monday morning meeting (all listed were in attendance except Mr. Dick Davies) Mr. Trethewey outlined Canron's procedure for fabricating the girders and for the shop erection at Plant No. 2. Mr. Merchant raised the question of the review and approval of shop drawings by HNTB and the checking of the fabricated members in the shop by PTL. Both HNTB and PTL were experiencing difficulties in their work. After extensive discussion at this session and further in the Monday evening session, the following was agreed to:

1. Shop fabrication:

   (a) The cutting sketches for the web and flange plates would be reviewed and approved for the curvature of the plate. For girders with one-piece plates, PTL would check for curvature (or camber) at this point.

   NOTED TOM EDWARDS

   (b) The flange plate and girder web assembly drawings would have the run-up distances to the welded splices added and marked with a "plus or minus 6 inches". PTL would check to see that these are fabricated within the ± 6".

   (c) HNTB will continue to check the jig settings for the flange plate assembly drawings and the web plate assembly drawings. The former will be the theoretical figures which should be checked by PTL after welding. The web offsets will include allowance for shrinkage during the girder assembly (provided to HNTB by Canron) and should be checked by PTL prior to the girder assembly.

FORM 17-964

(d) HNTB will check the jack settings for the girder assembly with the understanding the jacks will be adjusted to conform to the curvature of the assembled web plate, (this is for supported girders only, ie. mid-span portions of the girders). PTL will report adjustments only if they exceed 1 inch.

(e) On the portions of the girders over piers, there will be no web assembly jig settings and the girder assembly jack settings will control. HNTB will check the jack settings on the shop drawings; PTL will check in the shop.

(f) Shop drawings will indicate templates and/or holes for work to be done at Plant No. 2.(Full details need not be shown). Canron will study this further to determine how they will do this.

(g) Changes or corrections for mis-fabrication should be shown on the original shop drawing as a revision. Should another drawing be required, the original drawing should have the affected area clearly marked out and a cross-reference to the new drawing shown. Conflicting details or dimensions should not be permitted. Assembly and/or welding procedures should be enumerated for corrective measures.

2. Shop Assembly (Plant 2)

(a) Canron's layout for the cribbage supports and the unit assembly at Plant 2 will not be checked directly by HNTB. Canron will supply information regarding their base line location and rotation of the unit. We will calculate independently the locations of the bearing points at the pier supports and at the expansion links based, if available, on the as-built locations of the piers. PTL will check the shop erection from this data.

(b) Elevations of these same points will be calculated on a relative basis to each other and will be similarly checked by PTL.

(c) No further check of camber or curvature will be made at Plant 2 since these were checked as individual pieces at Plant No. 1.

In the Monday evening and Tuesday morning meetings (all were in attendance except Mr. Johnson and Mr. Heineman), the following items were discussed:

1. Ken Petersen has had difficulty in getting up-to-date approved shop drawings in time. In the future prints of the shop issue will be supplied to Ken for his information until approved shop drawings can be distributed. (Should he not receive the approved drawings in a reasonable time, he should look into the matter since something may have broken down somewhere).

2. Minor corrections on the shop drawings such as references to piece marks, billing of material, shop data, etc. not affecting the as-fabricated member need not be submitted for approval. Copies of these should be furnished to Ken Petersen so he is aware of them. All other revisions must be submitted for review and approval.

3. 7024 welding rod shall not be used.

4. If a failure occurs in a qualification test, one retest should be made.

5. The welded studs are not to be painted.

MJK:mh

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FEB 27 1970
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FEB 26 1970
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 4, 1969

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Gentlemen:

Re: West Fremont Interchange
Contract No. 7214

Your letter dated November 24 with a copy of your "Shop Drawing Review" has been received. A Memorandum to the Files dated December 1 covering our recent meeting in Vancouver, B.C., with Canron was sent you and evidently crossed in the mail with your above mentioned letter of November 24.

The Shop Drawing Review has been studied in this office and is satisfactory except for the clarification of one item. On Page 2, second paragraph of Item 7, it is stated, "We will calculate the bearing-to-bearing length of the bottom flange." I presume this is the slope chord length center-to-center of bearings and would be checked for accuracy against the field measurement under Item 5 of my Memorandum to the Files dated December 1.

We still have not heard from you regarding the matter of field assembly of the hanger linkages. This is Item 6 of my Memorandum to the Files.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:jf
cc: Pittsburgh Testing Laboratory
(w/2 enclosures)
Tom Edwards (w/1 enclosure)
A. E. Johnson (w/1 enclosure)
John Howard (w/1 enclosure)

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DEC 4 1969
OFFICE OF
STATE HIGHWAY ENGIN

WEST FREMONT INTERCHANGE
Portland, Oregon

SHOP DRAWING REVIEW

The following procedure applys to the review of shop drawings for the longitudinal girders for the West Fremont Interchange. This procedure is based on Canron's fabricating method and shop assembly and the drawings related thereto. References in parentheses are to the State's "Inspection Procedure Requirements" Pages 1 thru 10 (copy attached.)

1. (I.B.2.(a)(6) Material Width and Thickness

   This data is given on the cutting sketches and may or may not be on the layout drawings. In the latter event, we will approve the necessary cutting sketches for "as-cut width and plate thickness only".

2. (I.B.2.(a)(7) Joint Edge Preparation

   This data will be given by the welding procedure number on the assembly drawings. We will verify the size and type (fillet, butt, etc.) of weld and will approve with the qualification note that welding procedures or methods are to meet the approval of the State.

3. (I.B.2. (a)(8) "Precambering" of Jigs.

   We will verify the drawings providing the jig settings for butt welding of the flanges and webs. The drawings will be verified as to correctness of the offsets for the fabricated flange or web without consideration of necessary adjustment to offset effects of shrinkage in the welds. We will verify the length of the untrimmed flange and web plate assembly.

4. (I.B.2.(c)(3) and I.B.3.(b) Camber and Length of Completed Beam.

   We will verify the jig settings for the assembled girder. We will calculate the trimmed chord lengths for the top flanges and the fit of the bottom flange to the adjacent girder.

5. (I.C.2. (b)(2) Accuracy of Connection Holes

   We will check drilling tempates called for and the location thereof.

6. (I.C.2. (b)(3) Finished Members for Section, Dimensions, Connection Locations.

   This data will be available from previously checked shop drawings.

7. (I.C. 2(b)(4) Assembled Members for Drilling of Holes, Camber and Bearing to Bearing Length.

We will verify the templates called for and calculate chord distances between ℄ of bearings and splice points on the top flanges. We will calculate the bearing-to-bearing length of the bottom flange.

We will provide elevations on the top flanges at the ℄ pier and at splice points. These elevations will be the plan elevations adjusted for the effect of rotation of the unit as designated by Canron.

8. In addition to the previously noted specific items we will make the usual check of details, size, location, connection and number of pieces.

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I-405-8(20)303

To: 1214

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1969

SUBJECT: West Fremont Steel
Fabrication and Erection

Memorandum to the Files

On Monday, November 10, I received a telephone call from Mr. Jack Kopetz of Howard, Needles, Tammen and Bergendoff requesting that I meet him in Vancouver in the very near future to discuss shop details for the subject project. It seems that because of the nature of the job, that Canron was furnishing shop details or piece details to Howard, Needles, Tammen and Bergendoff in such a manner that they could not be checked. Mr. Kopetz and Mr. George Acree, the Checking Engineer, were at a complete loss as to how they could check the details in a meaningful manner. Inasmuch as this also involves the shop erection of the steel Don Scott of the Pittsburgh Testing Laboratory was contacted and agreed to go to Vancouver.

On Wednesday morning, November 12, Mr. Kopetz and Mr. Acree of Howard, Needles, Tammen and Bergendoff; Mr. Scott and his chief plant Inspector; Mr. Peterson of Pittsburgh Testing Laboratory; and the writer met with Mr. L. Thretheway, Mr. E. Nitkin, and Mr. Davies in Canron's office. The last three men being respectively, project manager, project engineer, and chief draftsman for Canron.

A general discussion of the method of preparing the shop details was held in Canron's office. Mr. Thretheway explained the meaning of the various details sent to the consultant and agreed to furnish all of the back-up tables and other material which they had developed for the plate cutting, jig setup, and actual shop assembly and fabrication.

At this time a tour was made of Plant No. 1 and the general method of fabrication was outlined as well as an explanation made of all the special jigs, "T" squares, cutting devices, etc., for the fabrication of the trapezoidal girders.

After reassembling in Canron's project office, the following items were discussed:

1. Canron brought up the problem of centering the top flange over the sloping web plate. Because of tolerances in cutting the sloping web plates, which takes into account horizontal curvature, varying superelevation and dead load camber requirements as well as weld distortion, they did

NOTED
TOM EDWARDS

not believe it possible to always have the flange plate exactly centered. It was agreed that a maximum deviation of 1" for the longest spans would be acceptable and proportionaly less for shorter span lengths.

2. Shop assembly was the next subject of discussion. The contract requires complete shop assembly of a unit plus hanger linkages and its section of girders. Because of the length and width of the sections, Canron does not propose to shop assemble to the final position of grade and superelevation. For their use in the shop assembly, "erection drawings", will be prepared to permit the shop assembly to be made in an approximate horizontal plane.

3. The "erection details" prepared by Canron for their shop assembly will be thoroughly checked by Howard, Needles, Tammen and Bergendoff independently. This is necessary because the shop assembly will determine the final grade and superelevation after erection at the job site. Cutting details, jig setup, etc., will be spot checked by Howard, Needles, Tammen and Bergendoff and all material sizes and steel types will be checked. Canron was informed that it is their responsibility to furnish fabricated steel to fit the plans after erection and deck concreting.

4. Pittsburgh Testing Laboratory personnel will check the shop assembly, prior to completion of fabrication, from the "erection details" prepared by Canron and checked independently by Howard, Needles, Tammen and Bergendoff.

5. As a check on fabricated and assembly dimensions, the Resident Engineer is to make slope chord measurement between center line of girder bearings as soon as adjacent piers are poured. Measurements to be temperature corrected to 52°. Measurements to be furnished to Canron and Howard, Needles, Tammen and Bergendoff for checking "erection details".

6. Canron raised the question of job site assembly of the expansion linkages on concrete to steel and steel to steel units. It was agreed that the problem would be

> studied by Howard, Needles, Tammen and Bergendoff, Canron and the State. I believe the only problem is at the concrete to steel linkages as the steel to steel linkages will be shop assembled prior to field erection.

The above points of discussion are not intended to be complete requirements of Pittsburgh Testing Laboratory in shop fabrication as the camber, curvature, superelevation, etc., for individual girder sections must be checked at the various jig setups as well as material and welding quality during fabrication operations.

Ivan D. Merchant
Bridge Engineer

IDM:DH

cc Howard, Needles, Tammen and Bergendoff
  Attn. Mr. Jack Kopetz
 Pittsburgh Testing Laboratory (2)
  Attn. Mr. Don Scott
 Tom Edwards
 A. E. Johnson
 John Howard

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CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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FRANK E. BLEISTEIN
1946 - 1969

November 19, 1969

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: Project: West Fremont Interchange
Alignment Revision

Gentlemen:

We have received and wish to thank you for your check in the amount of $ 12,084.00 in payment of our Invoice No. 24-1927-X-3 for engineering services in connection with an alignment revision for the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL:mb

cc: Mr. M. J. Kopetz

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TOM EDWARDS

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STATE HIGHWAY ENGINEER

Open Item
11-25-69

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NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

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CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64106
TELEPHONE: CODE 816, BALTIMORE 1-6900
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1946 - 1969

November 17, 1969

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97310

Re: East Fremont Interchange
Contracts 7310 and 7311

Dear Mr. Merchant:

In reply to your letter of October 31 and the accompanying BPR memo dated October 8, we have the following comments regarding Item 2 of the BPR memo:

1. The girder is to be fabricated to accommodate the superelevation.
2. The superelevation is indicated on the plans by the opposite-edge profiles or, in some areas, by the contour plans. It can also be determined by interpolation of the pavement elevations if it is so desired.
3. The "warping" is rather gradual and is done by adjusting the individual plates on assembly and prior to welding of the webs to the flanges. Thus any stresses due to this warping are very small.
4. We had checked with several fabricators on this aspect and they did not expect any fabrication problems. Canron also agrees this presents no problem.

We trust this will help clear up this matter. Please let us know if you desire further information.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
NOV 20 1969
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MJK:mh

ALEXANDRIA, VIRGINIA   BOSTON   CHARLESTON, WEST VIRGINIA   CHICAGO   CLEVELAND   DALLAS   DES MOINES
FAIRFIELD, NEW JERSEY   HARRISBURG   KANSAS CITY   LAHORE, WEST PAKISTAN   MIAMI   MILWAUKEE   MINNEAPOLIS
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FOR FILE

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1969

To:

SUBJECT: Out-of-state travel regarding West Fremont Interchange

Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

Mr. Kopetz of Howard, Needles, Tammen & Bergendoff, called me this morning regarding some problems they were having with Canron, fabricators of the structural steel on the West-Fremont Interchange. The problems, basically, involve shop details and shop inspection.

copy in #7214

Permission is requested for out-of-state travel expense to Vancouver, B.C. on November 11 and return on November 12. Estimated cost of the trip is $76 which will be charged to the administration of the subject contract.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM:DH

cc V. E. Skoog

Copy to: Edwards
Merchant
Skoog
Florence
Gen Files

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date Nov. 10, 1969

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-405-8(20)303
7214

DATE: November 6, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

[illegible]

Edwards

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Howard, Needles, Tammen and Bergendoff,
Consultant Agreement

Reference is made to Mr. Merchant's October 29, 1969 letter requesting Federal participation in $12,084 additional costs incurred in the design of the West Fremont Interchange under the subject consultant agreement.

A detailed review of this matter reveals that the work involved was necessary to adjust the design to accommodate changes in traffic patterns which are expected to occur as a result of the acceptance of the Industrial Freeway on the Interstate system as Route I-505. The work involved in developing these adjustments is clearly within the scope of the consultant agreement and necessary to produce a satisfactory design for the actual construction of the Interchange but the need for the revision was not apparent until after the consultant had delivered a complete set of plans.

It is our opinion, therefore, that the cost of the additional work is an acceptable charge under the existing consultant agreement and approval for Federal participation on an actual cost basis is hereby granted. The estimated cost of this work is $12,084.

Copy - Merchant
11-10-69

NOTED
TOM EDWARDS

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NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-405-8(20) HOWARD, NEEDLES, TAMMEN & 1969
303 BERGENDOFF
#7214 Fremont Br. Approach Folder #2

C&A 3299

C 2

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NOV 1 - 1969
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 31, 1969

I-405-8(20)303
7214

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: M. J. Kopetz

Gentlemen:

Re: East Fremont Interchange
Stadium Freeway
Multnomah County
Contracts Nos. 7310 thru 7312

On October 10, 1969, we received the original of the attached copy of a memorandum from R. E. Simpson, Division Engineer, Bureau of Public Roads. This memorandum lists the comments which they have regarding the plans for the subject structure.

In Item No. 2 of the memorandum the Bureau refers to Sheets Nos. 31 and 32 and suggests a possibility of warping if the effect of the superelevation is not considered in the fabrication or the haunch of the slab is not varied. We would appreciate your comments upon this item.

For your information we are attaching a copy of our letter in reply to the Bureau of Public Roads' memorandum.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

TCR:jf
cc: Tom Edwards

NOTED
TOM EDWARDS

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OCT 31 1969
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STATE HIGHWAY ENGINEER

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I-405-8(26)303

731-1

[illegible]

October 29, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Fremont Bridge Approaches
FAP I-405-8(1)301
Engineering Contract

By letter of May 14, 1969, (see copy attached) we ordered our consultant to make certain plan changes to accommodate the Industrial Freeway at the west end of the project. I am sure you are familiar with the conditions that necessitated this change.

Our consultant, previous to the date of the order, had fulfilled the terms of the agreement requiring him to furnish complete design drawings, hence these changes were ordered as extra work.

We are honoring the consultant's bill in the amount of $12,084 for this extra work, which we find reasonable, and request your permission to include this amount in the cooperative project costs.

There are sufficient funds set up in our agreement with the consultant to cover the cost of this extra work without exceeding the agreement limiting amount.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

CAG:DH
Attachment

cc Tom Edwards

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1969

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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JOSEF SORKIN
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1946 - 1968

I-405-8(20)303

7214

lpo

October 15, 1969

Edwards

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: Project: Fremont Bridge Approaches
Portland, Oregon

Gentlemen:

We have received and wish to thank you for your check in the amount of $2,222.00 in payment of our Invoice No. 23-1927-23 for engineering services in connection with the design and construction plans for the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL:mb

cc: Mr. M. J. Kopetz

NOTED
TOM EDWARDS

RECEIVED
OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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FRANK E. BLEISTEIN
1946 - 1969

October 13, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 24-1927-X-3

West Fremont Interchange
Alignment Revision

For engineering services in connection with an alignment revision on the west end of the Fremont Interchange where it enters the future Industrial Freeway in accordance with Agreement dated March 14, 1967 and Letter of Authorization dated May 14, 1969:

DIRECT PAYROLL - (Detail Attached)		
May, 1969 through September 26, 1969	$ 5,266.60	
Plus 73.14% - Overhead	3,851.99	
		$ 9,118.59
DIRECT EXPENSES - (Detail Attached)		
May, 1969 through September 26, 1969	$ 1,622.74	
		1,622.74
Total Direct Payroll and Expenses		$ 10,741.33
PROFIT		
12.5% x $ 10,741.33		1,342.67
Amount Due This Invoice		$ 12,084.00

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jno. Mn

26 - 1973 - 906

Approved [illegible] 69
Asst. State Hwy. Engr.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 21 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

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HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

September 19, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 23-1927-23

Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00 ✓	
Completed	100.0% ✓	
Amount Earned		$ 1,111,000.00 ✓
Less Maximum Retainage per Contract		67,969.00 ✓
		1,043,031.00 ✓
Less Previously Submitted		1,040,809.00 ✓
Amount Due This Invoice		2,222.00 ✓

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Ivan V Merchant

By Jas. Finn

26-1973-506

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 129

Week Ending: 9-25-69

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Complete
A. PRELIMINARY PLANS		100	100	4.8	4.80
B. FOUNDATION INVESTIGATION		100	100	5.5	5.50
C. FINAL PLANS		100	100	83.3	83.30
D. SHOP DRAWING REVIEW					
1. Structural Steel	3.5	52.6	1.8		
2. Reinforcing Steel	4.5	38.7	1.7		
3. Miscellaneous	5.0	8.7	0.4		
SEGMENT TOTAL		100.0	3.9	6.4	0.25
JOB TOTAL				100.0	93.85

% COMPLETE TOTAL 93.85

Road User Costs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

Fremont Br. to Industrial Freeway
7/18/69

ITEM		ROUTE			
		Without Direct Connection	With Direct Connection		
I. ANNUAL VEH. OPERATION COSTS					
A. TIME ELEMENT COSTS					
a. Passenger Vehicles.....	$	1,454	301		
b. Light Trucks...........	$	10	2		
c. Heavy Trucks...........	$	138	28		
d. Busses.................	$	6	1		
e. Total..................	$	1,608	332		
B. MILEAGE ELEMENT COSTS					
a. Dist. and Surf. Costs..	$	2,248	616		
b. Rise and Fall Costs....	$	–	–		
c. Alignment Costs........	$	–	–		
d. Traffic Stop Costs.....	$	–	–		
e. Accident Costs.........	$	–	–		
f. Total..................	$	2,248	616		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$)......	$	3,856	948		
II. ANNUAL HIGHWAY COSTS					
a. Capital Costs..........	$				
b. Maintenance Costs......	$				
c. Operation Costs........	$				
TOTAL ANNUAL HIGHWAY COSTS.	$				
III. ANNUAL ROAD USER COSTS (I + II)	$				

Daily operation costs to the motorist by not opening the ramp = $2,908

WARD, NEEDLES, TAMMEN & BERGEN F

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 119

Week Ending: 7-17-69

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Complete
A. PRELIMINARY PLANS		100	100	4.8	4.80
B. FOUNDATION INVESTIGATION		100	100	5.5	5.50
C. FINAL PLANS		100	100	83.3	83.30
D. SHOP DRAWING REVIEW					
1. Structural Steel	1.0	52.6	0.5		
2. Reinforcing Steel	2.7	38.7	1.0		
3. Miscellaneous	0	8.7	0		
SEGMENT TOTAL		100.0	1.5	6.4	0.10
					93.70
JOB TOTAL				100.0	

% COMPLETE TOTAL 93.70

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I-405-8(20)303

7214

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
HNTB
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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ELMER K. TIMBY

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1903 - 1953
HENRY C. TAMMEN
1908 - 1961
FRANK E. BLEISTEIN
1946 - 1969

July 1, 1969

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $86,658.00 in payment of our Invoice No. 22-1927-23 for engineering services in connection with the design and construction plans for the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL/sjb

cc: M. J. Kopetz

NOTED
TOM EDWARDS

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JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 17 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-1(30)43

1214

June 13, 1969

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopets

Subject: East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Gentlemen:

We have on hand approximately 13,400 lineal feet of 14BP102 lb. pile cutoffs from Pier 1W of the Fremont Bridge, (a list of which is attached), which we wish to incorporate in the foundations for the subject interchange.

This piling is stored in the warehouse portion of the Pouch Electric Building at North Mississippi Avenue and Stanton Street, which is shown in the lower left-hand corner on sheet 3 of 109 of the design drawings. In order that there may be a minimum of transportation, it is suggested that these piles be incorporated in the footings or piers near but not located within the area of the building.

Will you please expedite this design so that we may make all changes that are necessary on the plans and in the specifications.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachment

cc:Tom Edwards
A. E. Johnson
A. A. Rear
(ea/w/attachment)

NOTED
TOM EDWARDS

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JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FREMONT BRIDGE PIERS

PILE CUTOFFS FROM PIER 1W

Length (Ft.)	No.	Lin. Ft.
5	2	10
6	9	54
7	16	112
8	25	200
9	8	72
10	13	130
11	31	341
12	54	648
13	38	494
14	40	560
15	26	390
16	23	368
17	27	459
18	23	414
19	22	418
20	18	360
21	23	483
22	14	308
23	16	368
24	14	336
25	12	300
26	5	130
27	7	189
28	8	224
29	12	348
30	7	210
31	11	341
32	13	416
33	21	693
34	21	714
35	19	665
36	23	828
37	20	740
38	7	266
39	5	195
40	12	480
41	8	328
42	5	210
43	1	43
	TOTAL	13,845

60

Sell

Work into
Est [illegible] I/O

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 2
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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ERNEST E. HOWARD
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HENRY C. TAMMEN
1906 - 1961

May 28, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 22-1927-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee	$ 1,111,000.00 ✓	
Complete at 5/22/69	99.8% ✓	
Amount Earned		$ 1,108,778.00 ✓
Less Maximum Retainage per Contract		67,969.00 ✓
		1,040,809.00 ✓
Less Previously Submitted		954,151.00 ✓
Amount Due This Invoice		$ 86,658.00 ✓

We certify that the above statement is just and correct and payment has not been received.

26-1973-906

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jas. Finn

APPROVED
Ivan D. Merchant
BRIDGE ENGINEER

RECEIVED
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BRIDGE DIVISION
AM JUN 5 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

[illegible] [illegible] Report

Report No. 111

Week Ending: 5-22-69

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Co
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.8
B. FOUNDATION INVESTIGATION					
1. Boring Sub-contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.5
C. FINAL PLANS					
1. Architectural	100.0	0.1	0.1		
2. Structure Design	100.0	18.7	18.7		
3. Structure Plans	99.8	75.3	75.1		
4. Highway Plans	100.0	3.0	3.0		
5. Electrical Plans	99.0	2.0	2.0		
6. Special Provisions	99.0	0.9	0.9		
SEGMENT TOTAL		100.0	99.8	83.3	83.1
D. SHOP DRAWING REVIEW		100.0	0	6.4	0
JOB TOTAL				100.0	93.4

% COMPLETE TOTAL 93.43

RECEIVED
MAY 29 1969

I-[illegible] 8(20) 303
7214

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
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H. C. LAMBERTON, JR.
JAMES F. FINN
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JOSEPH H. LOOPER
ROBERT O. DRANGE
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[illegible] ROTTINGHAUS
GERARD F. FOX
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ELMER K. TIMBY

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

May 26, 1969

Mr. Tom Edwards
Assistant Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

RE: East Fremont Interchange
Bridge 8958
Final Tracings and Special Provisions

Dear Sir:

We are transmitting the final tracings and three copies of the Special Provisions for each of the four contracts of the East Fremont Interchange as follows:

Contract 1 (Stage 1)	Sheets 1 of 113 thru 113 of 113 Special Provisions Sheets 1 thru 54
Contract 2 (Stage 1)	Sheets 1 of 109 thru 109 of 109 Special Provisions Sheets 1 thru 44
Contract 3 (Stage 1)	Sheets 1 of 85 thru 85 of 85 Special Provisions Sheets 1 thru 53
Contract 4 (Stage 2)	Sheets 1 of 75 thru 75 of 75 Special Provisions Sheets 1 thru 45

Contracts 1, 2 and 3 are for the initial construction, and Contract 4 is future construction. We are presently separating the quantities and the electrical provisions by contracts and will send them later this week. The review comments received in various letters and telephone conversations have been incorporated or resolved as noted hereafter. For your convenience, the tracings and Special Provisions have been sent to Ivan Merchant's office with a copy of this letter.

The soffits of the concrete box girders on the SE and ES lanes were indented as requested in your letter of March 12, As discussed by telephone, the EN structure which is isolated and the WS structure soffit which is not visible from the other freeway units were not indented.

As requestedby telephone on March 26, the Special Provisions have provided that forms inside the steel boxes be removed.

NOTED
TOM EDWARDS

Merchant
Ph. [illegible]
5-28-69

The comments in your letter of April 11 have been resolved. Most of the grade line problems had been alleviated by some revision in our plan checking stage. The transition problem on NE was a result of not showing the profile beyond the end of the structure. The final plans show this; however, some contouring of the approach roadway will be required to transition the nose areas. The signing comments were incorporated as suggested except for subsequent revisions noted later in this letter.

As per your letter of April 18, we have revised Bents 25 Rt. and 27 Lt. to clear the realignment of N. Russell Street.

With respect to comments in your letter of May 16th, the majority of the items were caught in our plan checking as you had suggested; we do appreciate your listing these as an additional check. All items were incorporated as suggested except as follows:

Page 2, 7th Paragraph: The"future construction" note was for the convenience of review. We have separated these plans into a separate contract and deleted the note.

Page 3, 5th Paragraph: Sheet T198 is an extension of the existing abutment and the bridge seat was made to conform to the existing. Since the extension of the approach slab will conform to the existing slab, the seat dimensions were not changed.

Page 4, 6th Paragraph: The "bridge" is required to span across the girders to support the sign. The bridge supports are from the upper deck to avoid difficult attachments to the highly stressed girder flanges, and to give latitude for placement in the field.

Page 4, 7th Paragraph: All previous drawings received for signs 12 and 13 including those with the letter of comments on April 11 show the directional signs above the main sign. There is not sufficient room to incorporate these in the main sign without revising the legend; therefore, we have not changed these.

Page 6, Paragraph 5: We have revised the footings to clear the sewers as located. Some assumptions were made as to wall thickness, etc., so verification in the field will be required.

Page 6, Last Paragraph: This data was transmitted in our letter of May 21.

Page 6, 7th Paragraph: Provision to use this piling was incorporated in the plans and special provisions. It is believed there is sufficient piling for Pier 14 only and the footing has been revised accordingly.

Page 6, 4th Paragraph and your Inter-department Memo of May 6, 1968: As discussed with Mr. Merchant on the phone May 23, some of the comments for the lighting are contrary to the approved criteria and to the final plans for the West Interchange. As directed, we are revising the lighting comments only as noted below (the numbers refer to the Item number in the May 6th memo):

Item 1: We followed this practice in our design.

Item 2 (a): The staggered arrangement was used on the West Interchange and was approved in the design criteria for the East Interchange. Our analysis indicates that better uniformity should result from the arrangement as shown.

Although the semi-cutoff luminaires suggested will serve the purpose, we prefer the medium cut-off as approved in the design criteria. With the semi-cutoff, the contractor might furnish luminaires with maximum candlepower in excess of 15,000 which would be too great for the 30 foot mounting height. The medium cut-off is good for greatly increased candlepower at the 30 foot mounting height and would permit future conversion, if desired, to the newer lamps such as Lucalox, BOC, or metallic vapor and still conform to USAS1-1ES comfort recommendations. The semi-cutoff is used normally for lower footcandle levels and is not as advisable for the 2.0 foot candles required here.

Items 2 (b), (c) and (d): We would prefer not to use the semi-cutoff light distribution for the reasons outlined above. It is believed the "70% of straight line spacing" criteria for curving lanes is not applicable to this project. It is normally utilized where dependence on seeing is by Silhouette Discernment. This is normally not considered necessary for 1.0 footcandles and up; this interchange is designed for 2.0 footcandles.

Item 2 (e): We have changed the nine foot davit poles to six feet.

Item 3: The photometric curve reference has been changed as requested.

Item 3 (a): It is believed the reference to Type II may be a typographical error; Type III is required for the wide roadway. The spacings are as suggested; the lights are mounted over the edge of the travelled roadway as suggested. We prefer the cutoff vertical light distribution to the semi-cutoff. The mounting height is too low for the semi-cutoff to be in conformance with USAS1-1ES for minimum mounting heights for maximum candlepowers.

Item 3 (b): It is believed as noted before that Type II was intended for the narrower roadway.

Item 3 (c): See comments under 2 (c).

Item 4: We have made this correction.

Item 5: We have made this change. We had provided three since in our experience the BPR has insisted on at least three.

Item 6: This correction has been made.

Item 7: We have provided for this requirement in the plans and Special Provisions.

Page 6, 6th Paragraph: We have provided fluorescent illumination in accordance with standard practice. The placing of floodlights would be difficult due to attachments and interference with the steel girders. We have not made this change at this time; please let us have your further comments.

Page 7: We have divided the project into three contracts for the initial construction, plus one for the future construction as requested. The Special Provisions have been provided for each contract with provisions for coordinating the work.

Except for the quantities, cost estimates, and electrical Special Provisions to be submitted later this week and copies of the design calculations we will submit later, this submittal completes our work on the plan stage of the project. If any questions arise, please call us.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin by m.R.K.

JK:JS:js

cc: Mr. Ivan Merchant
Mr. E. B. Johnson

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 26 1969
FILING

I-405-8(20) 303

72 14

Spec

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TELEPHONE: CODE 816, BALTIMORE 1-6900
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1906 - 1961

May 19, 1969

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $122,210.00 in payment of our Invoice No. 21-1927-23 for engineering services in connection with the design and construction plans for the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

NOTED
TOM EDWARDS

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MAY 23 1969
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STATE HIGHWAY ENGINEER

5-26-69

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
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1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-1(64)3

7-10

May 16, 1969

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Gentlemen:

Re: East Fremont

We have completed our review of the preliminary plans received from you on March 3, 1969, and have received the comments of the local division of the Bureau of Public Roads and have coordinated our findings. It is probable that possibly your men in their checking have caught most of the irregularities; however, we are going to list those we found and will attach prints of the drawings where we cannot describe the changes or omissions. The following is by drawing numbers. Similar corrections and omissions occur on many sheets and in order to reduce the notations we will list the sheet numbers after the corrections.

Sheet T001 - First column of index change NE lanes Sheets T001 thru T1019 to Sheets T1001 thru T1019. Also add the drawing number to the Standard Drawings for the handrail and parapet. Change the heading for Column 3 from "SE" Line to "SW" Line.

Sheet T001A - Under General Notes, paragraph reading, "Steel piling shall be driven, etc...." insert the word "treated" before timber as all timber piling shall be treated timber piling.

Sheet T002 - Add a code block indicating dotted area to be future construction. This applies to Sheet T004 also.

Sheet T005 - Add to this sheet the gutter line transition curves.

Sheet T007 - Complete the table of bearing and shoe sizes and indicate the locations where these shoes are to be used.

NOTED
TOM EDWARDS

The drawing numbers are missing in the notes, legends or cross references on the following drawings: T008, T050, T110, T112, T114, T118, T141, T198, T204, T206, T208, T214, T216, T222, T227, T228, T230, T302, T312, T313, T322, T323, T403, T459, T460, T483, T486, T495, T498, T508, T518, T526, T536, T538, T603, T614, T620, T653, T654A, T654, T662A, T674, T675, T676, T688, T689, T706, T708, T710, T724, T726, T752, T753, T754, T766, T767, T803, T804, T814, T818, T903, T905, T909, T912, T925, T1004, T1009, T1015, T1017, T1103, T1104 & T1106.

On several drawings reference is made to trade or brand names which must be deleted. These are on the following drawings: T024, T050, T107, T155, T160, T304, T314, T324, T404, T465, T510, T530, T605, T616, T621, T655, T656, T667, T677, T728, T755, T756, T757, T758, T769, T805, T819, T913, T926, T1005 & T1016.

On several sheets the ASTM specification for the high strength bolts has been omitted. These are: T010, T318, T410, T411, T412, T475, T521, T608, T664, T665, T718, T812, T920, & T1009.

The location of the access manholes have been omitted on the following drawings: T322, T323, T653, T654A, T654, T674, T675, T676, T706, T708, T752, T753, T754, T766, & T768.

The location of the electrical conduit for the lighting has been omitted on the following drawings: T214, T312, T313, T322, T323, T403, T459, T462, T506, T508, T706, T708, T724, T726, T752, T753, T754, T766, T767, T768, T803, T804, T818, T903, T912, T925, T1003, T1004, T1015, & T1103.

On several drawings the corner pile embedment into the footing has been indicated as being 2'-0". This should be increased to 3'-0". These changes should be made on the following: T011, T210, T232, T317, T415, T417, T474, T489, T520, T540, T609, T670, T695, T716, T810, T907, T918, T1010, & T1105.

On several sheets the "Future Construction Note" has been omitted. These are as follows: T528, T530, T532, T534, T536, T538, & T540.

Several sheets are incomplete and are as follows: T657, T659, T660, T663A, T687, T759, T762, & T773.

A number of sheets have the gutter elevations at the center line of the piers missing and are as follows: T415, T417, T653, T654, T654A, T670, T674, T675, T676, T752, T753, T754, T766, T767, & T768.

We note that the construction clearances are missing on several sheets. These are as follows: T054, T055, T056, T201, T218, T477, T522, & T1101.

The following sheets require the completion of the camber diagrams or tables: T534, T607, T618, T664, T665, T688, T689, & T690. On Sheet T155 the camber should include both dead load and grade line; the exception being that the beam should be straight when the grade line was in a sag.

We note that on the following sheets the dimensions of the handrail parapet vary from that shown on the standard handrail drawing used on the West Fremont Interchange. The handrails should be the same throughout the complete structure. These are: T224, T769, T772, T803, T819, T906, T913, T927, T1016, & T1104.

In order to have uniformity in the size of the bridge seat at the abutments, the dimensions for the seat should be 10" horizontal and 1'-3/4" as shown on Sheet T1017. The sheets which vary from these dimensions are: T198, T208, T814, T909, & T1106.

On several sheets the shear stud spacing has not been given or is incomplete. These sheets are: T304, T508, T528, T677, T679, & T769.

Several sheets have noted erroneous span designations or have omitted them entirely. The sheets on which the span designations were omitted are: T310, T453, T720, T801, T816, T901, T923, T1001, T1013, & T1101. The sheets on which the span designations were in error are: T616 (WE4, WE5 & WE6 instead of WE5, WE6, WE7), T621 (WE7, WE8 instead WE8 delete WE9, WE10), T653 (WE12 & WE11 instead of WE11, WE10), T654 (WE11, WE10 instead of WE10, WE9), T677 (WE15, WE14, WE13 instead of WE13, WE12, WE11), T755, T756, T757, T758 (EW10, EW9, EW8, EW7 instead of EW12, EW11, EW10, EW9), T766 (EW13 instead of EW15), T767 (EW12 instead of EW14), T768 (EW11 instead of EW13), T770, T771, T772 (EW13, EW12, EW11, EW11, instead of EW15, EW14, EW13, EW13).

On Sheet T010 add to the Notes under Table of Flange Splices, "For plate thickness over 3/4" use A588 steel" - Eliminate reference to A588 under type 3 & 4 top flange splice.

On Sheet T011 add shear keys between slab and pier stem in top slab treatment at piers.

On Sheet T015 in typical section in the upper right hand corner of sheet, the size and spacing of the alignment bolts are not consistent with Sheet T017 which calls for 3/4" bolts.

On Sheet T017 add note requiring the tops of the steel expansion joint segments be roughened by being coated with "studite."

Sheet T019 - complete table of expansion joint dimensions and add weld symbols for welding the upper horizontal member of the expansion link to the 27WF94 member in the detail designated 'Expansion Link Elevation Steel Unit to Steel Unit."

On Sheet T024 - after note at strap detail to read "2-concrete anchors each strap, etc...."

On Sheet T037 we question the necessity of a sign bridge for signs 16 & 17 as these signs are on the lower deck.

On Sheet T038 signs 12 & 13 route and directional signs mounted above the main sign to be moved. See traffic drawings sent at a previous date.

Sheet T062 should be revised to show Detail C vertical dimension 4" & 8" should be added to the adjusting plate. The length of the slot for the diaphragms should be changed to "varies" instead of 1'-8".

Sheet T101 title block should read, "Plan & Elevation "L" Span 16RT to 20RT" instead of 15RT to 20RT.

On Sheets T110, T112, T114 and T118 the deck elevations shown at the bents on the easterly edge of the plan should be noted to meet existing deck.

Sheet T141 - size of Type III elastomeric bearing pad should be 7½ x 1'-8" instead of 7½ x 1'-10" due to the chamfer on the bottom of the prestress beams.

On Sheet T175 thickness of the hinge plate should be 1-5/8" instead of 5/8".

Sheets T180, T189, T193 & T195 - treated timber piles shown on these drawings should be 16" diameter as referred to on Sheet T001A. Also several elevations are missing from Bent 16RT Elevation.

Sheet T208. Change note to bottom of Box Girder instead of bottom of voided slab in the "Maskwall Detail."

Sheet T210 - 16" diameter timber piling is shown in the elevations of the piers yet note refers to anchored piles shown on T011 which are steel piling.

There are missing dimensions on the following sheets: T224, T404, T655A, T677, T679A, T695, T716, T755, T756, T757, T758, T769, T770, T771, T772, & T819.

The purpose of the paraffin joint has been questioned as to its functional value. See Sheets T222 & T228.

The "V" groove dimension on T304 should be changed from 3" to 3/4" and the reinforcing steel in the deck slab listed.

The pile spacing on T317 in the footing data table for Pier 4 states, "see plan" but the plan does not give the necessary dimensions.

Correlate Sheets T401 & T403 as to stationing and span lengths of Span WS4. Correlate Sheets T502 & T508 as to length of Span "ES" 4. Correlate Sheets T765 & T768 as to length of Span "EW" 12. Correlate Sheets T901 & T912 as to length of Span "NW" 3.

Several sheets require the listing of the reinforcing steel in the deck slab. They are: T304, T404, T508, T616, T655, T655A, & T656.

Complete the footing data table and list number of piles on Sheets T489, T520, & T540.

The center line to curb dimensions on WN line at Pier 8 should read 22'-0" instead of 18'-0" and 18'-0" where the 22'-0" dimension appears on Sheet T651.

Delete second "of section" in note under Section C-C, on Sheet T680.

Complete flange splice plate detail on Sheet T690.

Complete the expansion joint designation on Sheet T726.

Change the title block to read, "Plan & Elevation EW Unit 4" instead of Unit 5.

Show vertical dimensions for the nose elevation on Sheet T903.

We question the necessity of the use of batter piling in two column bents as shown on Sheet T908.

Indicate type of piles in Section A-A on Sheet T1017.

We realize that probably all of the above changes, additions and errors have been caught and corrected by the checker; however, we felt that by listing what we found it would be an aid to you.

We are attaching a copy of a letter directed to us with comments regarding the sheets on the lighting. We note that your Drawing T032 calls for 30' mounting height and 6' davit type pole for the 4' to 6' shoulder width and a 9' davit type pole for 10' shoulder width. It is our belief that the 6' pole is sufficient for all three shoulder widths and would make all poles the same.

We are also attaching one print each of two plans which show existing sewers which are in conflict with proposed footings. This is submitted by our Metropolitan Division with the request that the situation be reviewed to determine if the shape of footing could be changed to eliminate the conflict.

Our traffic division has reviewed the special mounting conditions for signs 19 & 20 and feel that these signs will require flood lamp type of illumination installed both above and to the side of these two signs. We are attaching a sketch showing some proposed locations. The illumination on the sign shall be the same as a standard fluorescent installation would provide in regard to uniformity and intensity.

Also attached is a list of 14BP117 steel bearing piling which are surplus from Pier 1E. The piling are stored on the right of way east of River Street between Pier 1E and Pier 2E. It is our wish that these piling be used in some of the piers in the East Fremont Interchange preferably in the footing of the adjacent pier to Pier 2E. Will you revise the drawing to accommodate this change.

In the special provisions and supplemental specifications for the West Fremont Interchange regarding the downspout conduit on page 70 under "Materials" you call for P.V.C. pipe Type I, Grade I, Schedule 40, ASTM D1784. It has been brought to our attention the Type II, Schedule 40, is of the same price and has greater impact qualities. We would like to know where you received your information regarding cost of pipe and if the statement about cost and strength is true. Also we have been informed that the bending of pipe over 4" diameter is quite expensive and it has been suggested that the contractor be allowed to use bevel cuts with welded joints in the fabrication of the elbows. This would be in lieu of paragraph 2 on page 71 under "Installation." Would you please give us your views on this matter.

As you were informed by phone it is our desire to break the East Fremont Interchange into three units or contracts. We are attaching a sketch showing where we think this could be done. The area shaded would be one contract, that shown in blue another, and the yellow shaded area would be the third contract. The green areas are the future work. The problem is to terminate these various areas in such a manner as to eliminate as much conflict between contractors as possible. We think the arrangement we have shown does this. It will be necessary to adjust the arrangement of the drawings in such a manner that these units can be contracted separately. This also would apply to the specifications and cost estimates. As mentioned above most of the items taken up in this lengthy letter have either been found in your checking or been discussed with you over the phone.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jf

cc: Tom Edwards ✓
A. E. Johnson
Traffic Division

FORM E-10X—20M—7-68 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1969

SUBJECT: Illumination
East Fremont Interchange

To: Ivan Merchant
Bridge Engineer
BUILDING

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 7 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

The preliminary illumination plans for the East Fremont Interchange have been reviewed and it has been found that the proposed lighting layout does not completely meet the design criteria set forth by the Oregon State Highway Department.

In view of the above, the following suggestions are made:

1. The full curb-to-curb width of the roadway be considered in any calculations of lighting intensity or uniformity ratios.

2. For the upper deck, the following layouts are recommended:

    (a) for the 68 foot roadways an opposite spacing of 135 feet with a 400-watt Type III, short distribution with semi-cutoff classification, 30 foot mounting height with a 6'-0" davit type pole. The last units should be positioned at approximately Sta. FB_3 345+34. This would space properly for and would match the Fremont Bridge illumination.

    (b) For the 40 foot roadways, on tangent sections, a one-side spacing of 125 feet with a Type II, S-SC, 400-watt unit. On sections with a curvature greater than 6 degrees, a one-side spacing of 7/10 of the tangent spacing or approximately 88 feet with the same type of luminaires.

    (c) For the 34 foot roadways, on tangent sections, a one-side spacing of 140 feet with a Type II S-SC, 400-watt unit. On sections with a curvature greater than 6 degrees, a one-side spacing of 7/10 of the tangent spacing or approximately 100 feet with the same type of luminaire.

(d) For the 26 foot roadways, on tangent sections, a one-side spacing of 130 feet with a Type II, S-SC, 400-watt unit. On sections with a curvature greater than 6 degrees, a one-side spacing of 7/10 of the tangent spacing or approximately 90 foot with the same type of luminaire.

(e) Any reference to 9'-0" davit arms be deleted from the plans.

3. For the lower deck layout, all calculations should be based on photometric data published for the specified luminaire with a glare shield. The design criteria could be met with, but is not necessarily limited to:

(a) For the 68 foot roadway, a staggered spacing of 45 feet with a 250-watt, Type II short, semi-cutoff unit with a shield. Overhang from the curb should be 6 feet. For a roadway that varies from 68 to 90 feet in width, the spacing could be reduced to 35 feet staggered.

(b) For the 40 foot roadways, a one-side spacing of 70 feet with a 250-watt, Type III, medium cutoff unit. Overhang from the curb should be 6 feet.

(c) For the 26 foot roadways, a one-side or a staggered spacing of 90 feet with a 250-watt, Type II, short, semi-cutoff on tangent sections. For the sections with a curvature of more than 6 degrees, 7/10 of the tangent spacing. Overhang of 6 feet for all units from the curb.

4. The wall thickness of the aluminum poles should be increased to 0.188, which is an industry standard.

5. Any reference to any luminaire other than GE M-200 or M-400 or Westinghouse OV-15 or OV-25 should be deleted from the plans.

6. The consultant should be advised that it is proposed to increase the illumination level on structure "A" by placing additional light units opposite the existing units and their light placement adjusted accordingly. It would appear that the existing light unit, shown on T.E.D. Drawing No. 1904 at Sta. "L" 332+74.00 Left, is shown in the wrong location on Sheet No. T030.

7. It is not entirely clear, from the plans, as to what lighting will be installed on the right, with the widening of the "L" line, 15 Rt. to 26 Rt. It is recommended that the lighting be installed and become operational as soon as possible. Otherwise a large dark area will be introduced in the existing illuminated freeway.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

RMD:ji

RECEIVED
MAY 16 1969
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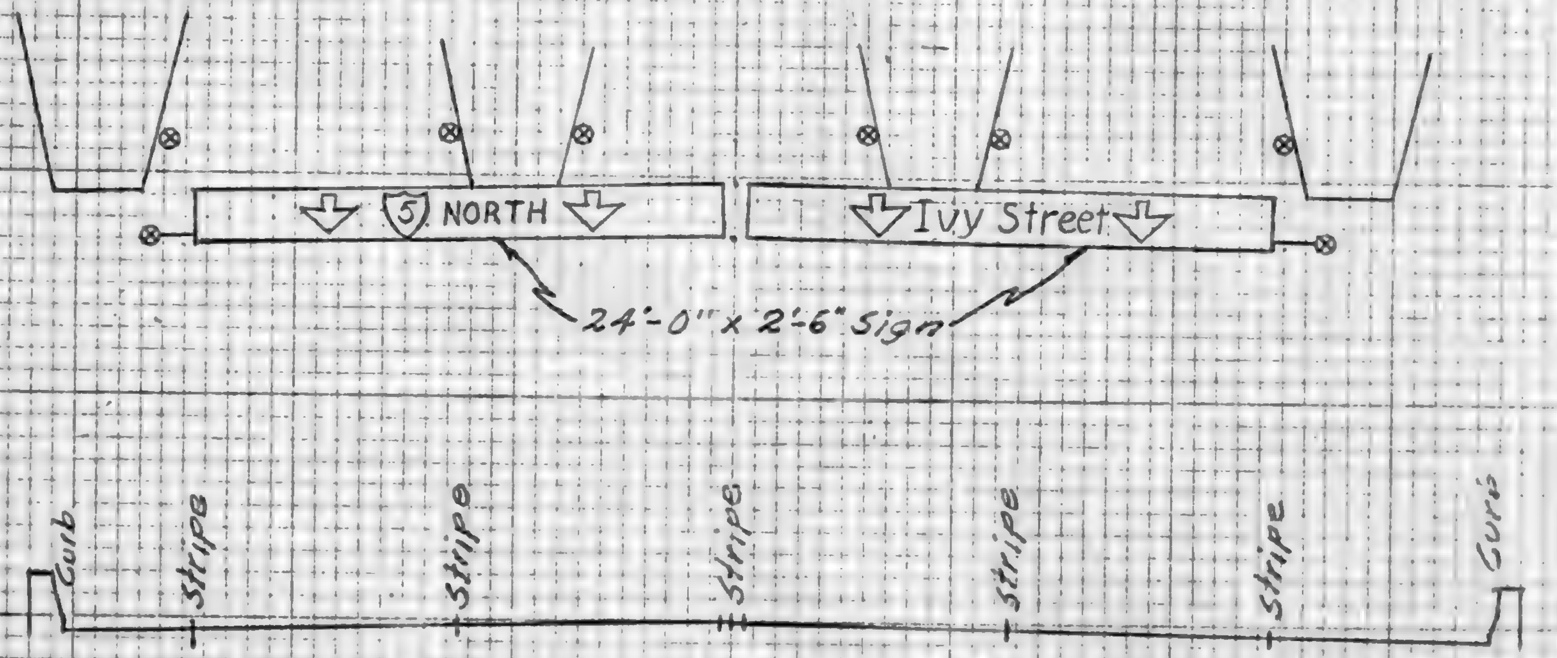
STATE HIGHWAY ENGINEER

CLEARPRINT PAPER CO. NO. C310U. 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS.
Clearprint Charts

EAST FREMONT INTERCHANGE SECTION
STADIUM FREEWAY
MULTNOMAH COUNTY

SIGNS 19 & 20

⊗ Floodlamps (Suggested Locations Only)



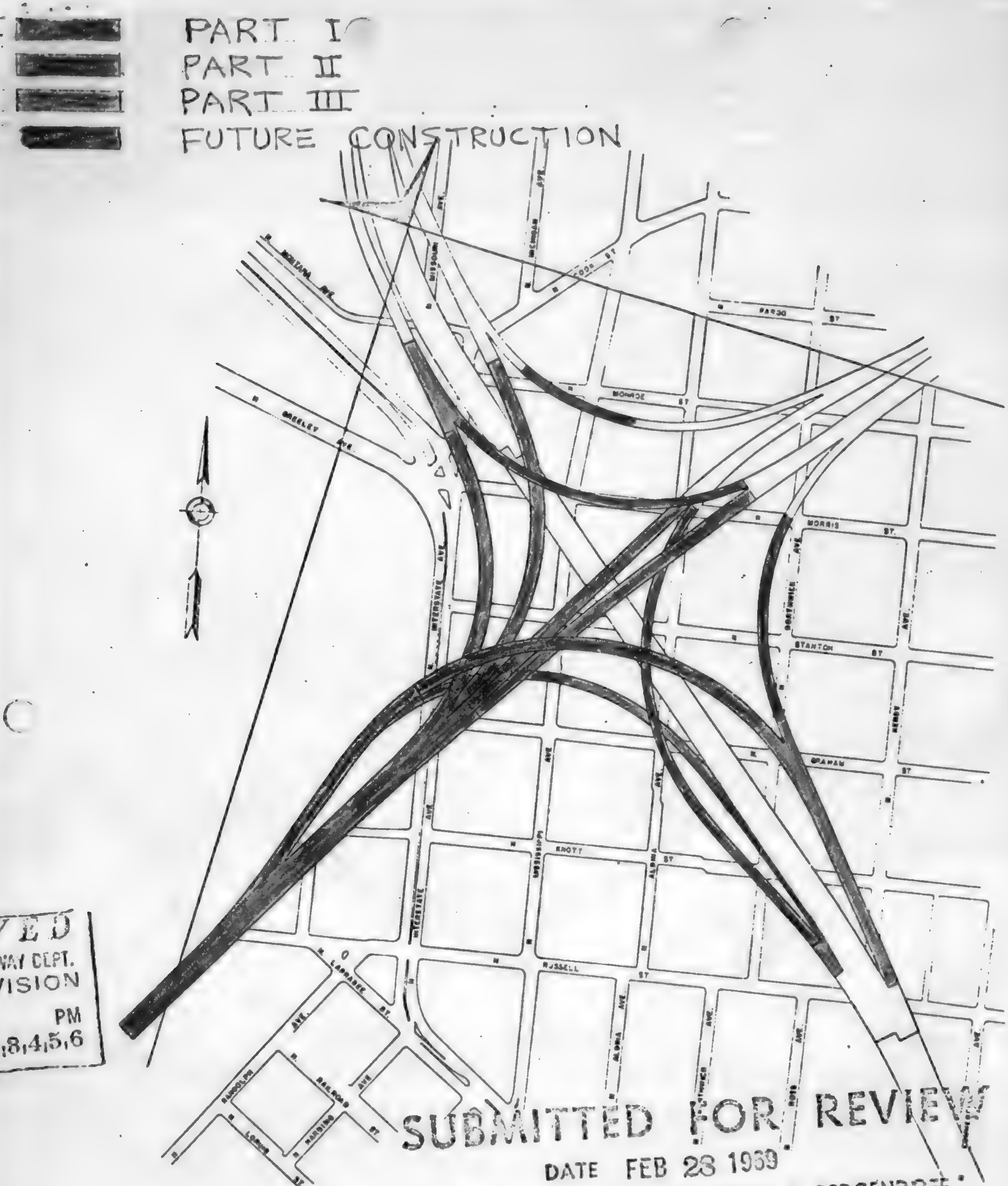
Form E-49-30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 1 SHEETS

14" – 117 # Piling From Pier 1 E

C.O.	Length	C.O.	Length	C.O.	Length	C.O.	Length
1	48.1	26	50.4	51	44.6	76	42.8
2	48.4	27	50.6	52	45.1	77	43.8
3	50.1	28	48.6	53	47.0	78	43.7
4	48.1	29	46.8	54	52.1	79	32.7
5	50.5	30	51.8	55	43.3	80	40.6
6	48.0	31	49.3	56	45.2	81	36.7
7	49.3	32	45.7	57	49.7	82	41.4
8	43.1	33	47.7	58	47.6	83	40.1
9	48.5	34	50.3	59	46.7	84	44.7
10	44.3	35	43.0	60	28.9	85	43.5
11	48.5	36	43.1	61	27.1	86	43.7
12	49.6	37	37.9	62	14.4	87	12.0
13	49.9	38	46.6	63	14.4	88	11.3
14	53.3	39	50.8	64	26.9	89	11.5
15	48.8	40	43.5	65	46.9	90	10.0
16	48.1	41	43.9	66	43.7	91	21.4
17	44.7	42	45.5	67	46.3	92	11.0
18	43.1	43	45.9	68	45.9		
19	47.7	44	45.6	69	50.0		
20	44.6	45	42.1	70	33.6		
21	49.7	46	48.4	71	47.8		
22	47.6	47	48.0	72	32.4		
23	48.1	48	46.0	73	43.9		
24	49.5	49	47.4	74	39.0		
25	44.4	50	45.3	75	43.4		



TED
HWAY DEPT.
IVISION
PM
1,2,3,4,5,6

SUBMITTED FOR REVIEW
DATE FEB 28 1969
HOWARD, NEEDLES, TAMMEN, & BERGENDOFF

REVISION

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

FREMONT BRIDGE APPROACHES
EAST FREMONT INTERCHANGE
MULTNOMAH COUNTY

RECEIVED
MAY 16 1969

**OREGON STATE
HIGHWAY DEPARTMENT**

I 405-8([illegible])323

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 14, 1969

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Gentlemen:

Re: West Fremont Interchange
Alignment Revision

In order to have a satisfactory traffic pattern on the west end of the Fremont Interchange where it enters the future Industrial Freeway, an alignment revision has been made necessary. I am enclosing two prints drawn to a scale of 1" = 20' which shows the proposed alignment change from Pier 6 to Pier 8 on the WE and WS lines. Also enclosed are two sheets each of coordinates of the control points.

At this time the State is not cleared to give the resident engineer and the contractor this revised alignment; however, as soon as all formalities are cleared up, the State desires to have any modifications necessary for Pier 7, Pier 8 and the superstructure between Pier 6 and Pier 8 on the WE and WS lines completed.

At your earliest opportunity will you study this problem and make the necessary structural changes to accomplish the alignment change. Insofar as possible the State would like to have the footings and lower columns remain in the same location as on the contract drawings. This is considered to be extra work over and beyond your contract and the State would ask that you keep a very accurate time and cost record of the work necessary to accomplish the alignment change.

NOTED
TOM EDWARDS

The EW and SW lines will also have a minor alignment change; however, this alignment will be change beyond the limits of the present West Fremont contract and is not included in the present work.

Your attention is called to the point of compound curvature at WS Station 378+09.68 in which a 4°45' curve left is compounded to a spiral which has a curvature at the point of 3° 30'.

Some very minor revisions may be necessary at the time of construction of the parapet to eliminate what may be an apparent sharp break in alignment. This should not affect the work that you will do between Pier 6 and Pier 8.

Please feel free to call for any clarification of the above instructions.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

IDM:jf

cc: Tom Edwards
    A. E. Johnson (w/enclosures)

RECEIVED
MAY 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
MAY 12 1969
FOR FIL

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
JOSEF SORKIN
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
DONALD E. HARPER
BERNARD H. ROTTINGHAUS
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ASSOCIATE
REX M. WHITTON

ADVISORY BOARD
ENOCH R. NEEDLES
RUBEN N. BERGENDOFF
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ELLIS E. PAUL
THEODORE J. CAMBERN
ELMER K. TIMBY

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

I-405-8(20)303
7214

May 7, 1969

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $91,102.00 in payment of our Invoice No. 20-1927-23 for engineering services in connection with the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln
K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

NOTED
TOM EDWARDS

RECEIVED
MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1906 - 1961

April 28, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 21-1927-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee	$ 1,111,000.00		
Complete at 4/24/69	92.0%		
Amount Earned		$ 1,022,120.00	
Less Maximum Retainage per Contract		67,969.00	
		954,151.00	
Less Previously Submitted		831,941.00	
Amount Due This Invoice			$ 122,210.00

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jas. Finn

APPROVED
Ivan D. Merchant
BRIDGE ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 1 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

26-1973-906

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 107

Week Ending: 4-24-69

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Compl
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION					
1. Boring Sub-contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS					
1. Architectural	95.0	0.1	0.1		
2. Structure Design	99.0	18.7	18.5		
3. Structure Plans	90.0	75.3	67.8		
4. Highway Plans	99.0	3.0	2.9		
5. Electrical Plans	97.0	2.0	1.9		
6. Special Provisions	97.0	0.9	0.8		
SEGMENT TOTAL		100.0	92.0	83.3	76.64
D. SHOP DRAWING REVIEW		100.0	0	6.4	0
JOB TOTAL				100.0	86.94

% COMPLETE TOTAL 86.94

RECEIVED
APR 24 1969
FOR [illegible]

Const
Proj
Maint [illegible]
W Fremont Br

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 23, 1969

H. A. Andersen Company
and Hannon Brothers Company
P. O. Box 13367
Portland, Oregon 97213

Gentlemen:

Howard, Needles, Tammen and Bergendoff, the consultants who designed the West Fremont Interchange, have advised us by telegram that the amount of structural steel under Bid Item 65 is 15,952,000 pounds. The specifications indicated 15,477,000, and was later revised by a letter of addendum to 15,390,000.

While we are sure you are aware of this, prior to entering your bid we wish to advise that the specifications on page 51 of the Special Provisions will be revised to indicate the poundage of 15,952,000. Upon receipt of approval from the Bureau of Public Roads, the contract will be offered to you on this basis.

If you are agreeable to accepting the contract at the corrected figure without revision of the bid amount or the presentation of any future claim based on an erroneous indication in the Special Provisions, please so indicate by your signed approval on the bottom of this letter and return the letter to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards
Tom Edwards
Assistant State Highway Engineer

TE:ja

APPROVED: H.A. Andersen Company

Hannon Bros. Construction, Inc.

Henry Hannon

NOTED
TOM EDWARDS

Copies - 6 [illegible] (3)

4-24-69

WESTERN UNION
TELEGRAM

PRA076 KB199 (502). 1969 APR 21 PM 3 53

K LLH148 ED PDB=FAX KANSAS CITY MO 21 223P CST=

IVAN D MERCHANT, BRIDGE ENGINEER, OREGON STATE
HIGHWAY COMMISSION= STATE HIGHWAY BLDG SALEM ORG
97310=

OUR REVIEW OF THE STRUCTURAL STEEL QUANTITIES FOR THE WEST FREMONT INTERCHANGE IN PORTLAND SHOULD TOTAL 15,952,000 LBS. INSTEAD OF THE 15,385,000 LBS. PREVIOUSLY SUBMITTED. THIS IS AN INCREASE OF 567,000 LBS. OR 3.7-0/0. THE ERROR WAS CAUSED BY AN INADVERTENT ERROR IN THE INPUT FOR THE COMPUTER PROGRAM. THIS IS THE PORTION AS BID, THAT IS, THE QUANTITIES FOR THE DELETED

CLASS OF SERVICE
This [illegible]
unless [illegible]
acter [illegible]
property [illegible]

WESTERN UNION TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. McFALL
PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

[illegible] filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1969 APR 21 PM 3 53

CONCRETE UNITS ARE NOT INCLUDED=
JOS SORKIN==

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 21 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

WU1201 (R2-65) THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
APR 15 1969
FOR FILES

OREGON STATE
HIGHWAY DEPARTMENT

I-405-8(26)3C3
1214

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 11, 1969

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Gentlemen:

Signing

Please refer to your letter of March 27, 1969, regarding Signs Nos. 19 and 20 located on the subject structure.

We have studied the conditions concerning these signs and attach a xeroxed sketch showing the change in size and arrangement of the wording of the two signs. The change in sign size will allow for a 17' clearance from the deck to the bottom of sign.

Also attached are xeroxed copies of your drawings designated T037 through T043, which our Traffic Division has studied and on which have made several notations in red pencil showing changes which they want in the signing on the subject structure.

Will you please see that the corrections shown on these drawings and sketches are made on the design plans.

Street Closures

We are attaching xeroxed copies of correspondence between our Metropolitan Engineer and the City of Portland regarding the temporary street closures in the area of the subject structure. We believe all the temporary closures are listed in this correspondence.

We are also attaching xeroxed copies of partial prints showing minor discrepancies in the vertical curve elements, along with a plan and cross section showing two locations where the vertical clearance is less than the specified 16'.

NOTED
TOM EDWARDS

In addition to the above, we are attaching three rolls of plans showing some major grade line problems, such as merging profiles that do not match at their common points, long level curb lines on the low side of the ramp which will pond water, and excessive superelevation rates. Some suggestions and calculations are included for correcting these problems.

At a prior date, we sent you plans showing the subsurface drainage for the project. Since that time, we have redesigned a minor portion of that plan. We are attaching 4 drawings with the changes shown in red. Along with these are 2 prints of structure downspout details with our corrections shown in red.

On Drawing No. T024, the sharp bend for the downspout should be avoided because in the past, they have created a maintenance problem.

We will have further suggestions as to changes in details when the Bureau of Public Roads has completed its study of the plans. If there are any questions or further information required, please notify us.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson
F. B. Crandall

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 - 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

T-465 8(20) 2303

7214

NOTED
R. L. PORTER

April 1, 1969

Arthur Andersen & Company
Post Office Box 13406
Commerce Towers
Kansas City, Missouri 64199

Gentlemen:

We are returning your account confirmation for our contract with Howard, Needles, Tammen and Bergendoff for the design of the approaches to the Fremont Bridge.

Our records are in agreement with the exception of the total amount billed to December 31 and the amount retained thereon. Our records indicate the amount earned at December 31, 1968, was $825,545.50, and of that amount we retained $82,554.55.

In addition, in January 1969 we received a progress billing for $32,219.00 and retained $3,221.90 and made a payment of $28,997.10.

If we can be of any further assistance, please let us know.

Very truly yours,

C. H. Maison
Controller

By:

V. E. Skoog
Assistant Controller

VES:bg
Attachment

cc: R. L. Porter ✓

RECEIVED
APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

5537

PARTNERS
JOSEF SORKIN
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. ORANGE
DONALD E. HARPER
BERNARD H. ROTTINGHAUS
GERARD F. FOX
WILLIAM M. WACHTER
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ASSOCIATE
REX M. WHITTON

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ELMER K. TIMBY

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1906 - 1961

March 21, 1969

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper

Gentlemen:

Our auditors, Arthur Andersen & Co., are now engaged in an examination of our financial statements. In connection therewith, they desire that you confirm the following information regarding your account as of December 31, 1968:

Re: Fremont Bridge Approaches
Portland, Oregon

Total contract price, including change orders to date as follows:		
Preliminary, Lump Sum		88,000.00
Extras, Lump Sum		20,000.00
Design, Lump Sum		1,111,000.00
Shop drawings, Estimated		85,000.00
Reimbursable costs, Estimated		55,389.50
		$ 1,359,389.50
Total amount earned to date per billing Various including retention of $ 77,015.60 not billed		$ 820,006.55
Less -- Previous payments and credits		713,993.85
Total amount due as shown below		$ 106,012.70
Amount retained to date	$ 77,015.60	
Current billings due	28,997.10	$ 106,012.70

13

Please state in the space provided below whether or not the above information is in agreement with your records as of December 31, 1968. If not, please furnish any information you may have which will assist the auditors in reconciling the difference.

After signing and dating your reply, please return this letter directly to Arthur Andersen & Co., P.O. Box 13406, Commerce Towers, Kansas City, Missouri 64199. A business reply envelope is enclosed for your convenience.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

KTL:lnr

Enclosure

Arthur Andersen & Co.:

The preceding information agrees with our records at December 31, 1968, with the following exceptions (if any):

See letter.

Signed: V. E. Skoog
V. E. Skoog

By: Assistant Controller

Date: April 1, 1969

HO D, NEEDLES, MEN & BERGENDOFF
CONSULTING ENGINEERS | HNTB

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
JOSEF SORKIN
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
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ADVISORY BOARD
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ELMER K. TIMBY

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1906 - 1961

March 31, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 20-1927-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

DESIGN AND WORKING DRAWINGS

Engineering Fee	$ 1,111,000.00		
Complete at 3/27/69	81.0%		
Amount Earned		$ 899,910.00	
Less Maximum Retainage per Contract		67,969.00	
		831,941.00	
Less Previously Submitted		740,839.00	
Amount Due This Invoice			$ 91,102.00

We certify that the above statement is just and correct and payment has not been received.

HOWARD NEEDLES, TAMMEN & BERGENDOFF

By Jas. Finn

APPROVED
Ivan D. Merchant
BRIDGE ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 18 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

26 - 1973 - 906

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 103

Week Ending: 3-27-6

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Compl
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION					
1. Boring Sub-contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS					
1. Architectural	92.0	0.1	0.1		
2. Structure Design	91.5	18.7	17.1		
3. Structure Plans	77.5	75.3	58.4		
4. Highway Plans	95.0	3.0	2.8		
5. Electrical Plans	88.0	2.0	1.8		
6. Special Provisions	90.0	0.9	0.8		
SEGMENT TOTAL		100.0	81.0	83.3	67.47
D. SHOP DRAWING REVIEW		100.0	0	6.4	0
JOB TOTAL				100.0	77.77

% COMPLETE TOTAL 77.77

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
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ELMER K. TIMBY

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

March 27, 1969

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: East Fremont Interchange
Bridge No. 8958
Signing

Dear Ivan:

We have contacted the Rohm & Haas Company regarding the special horizontal mounted ceiling signs for Signs 19 and 20. As you know, due to overhead clearance restrictions it was thought a horizontal sign face with distorted letters could be provided.

It appears this type of design is practical only for very slow moving traffic. In order to get the effect of a 7 ft. high sign even at 200 ft. distance the sign would have to be over 100 ft. long. Furthermore the letters would appear distorted to twice the length at 100 ft. and to half the length at 300 ft. The 200 ft. elapsed distance would provide a period of legibility of less than three seconds at 50 mph.

Enclosed are two prints of Drawing ES-3 showing a suggested solution using a vertical sign which can be fitted in the clearance provided. The letters are standard height but the margin around the edge of the sign is reduced. Since the background of the signs will be the dark and shaded bridge superstructure, the usual contrast of the sky background is not present. Lighting can be overhead between the girders or internal.

Please let us have your comments on this as soon as possible.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

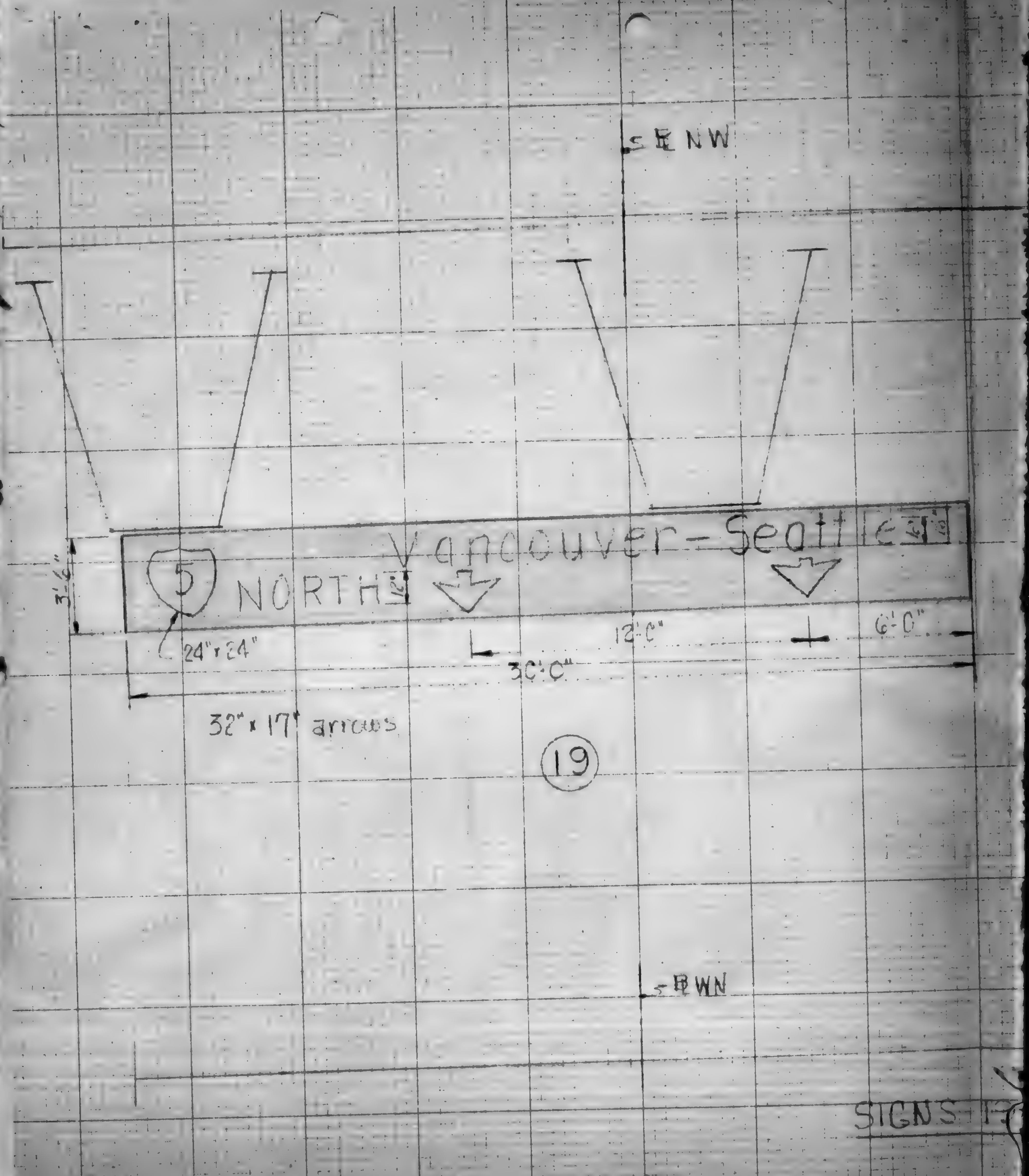
Jack Kopetz

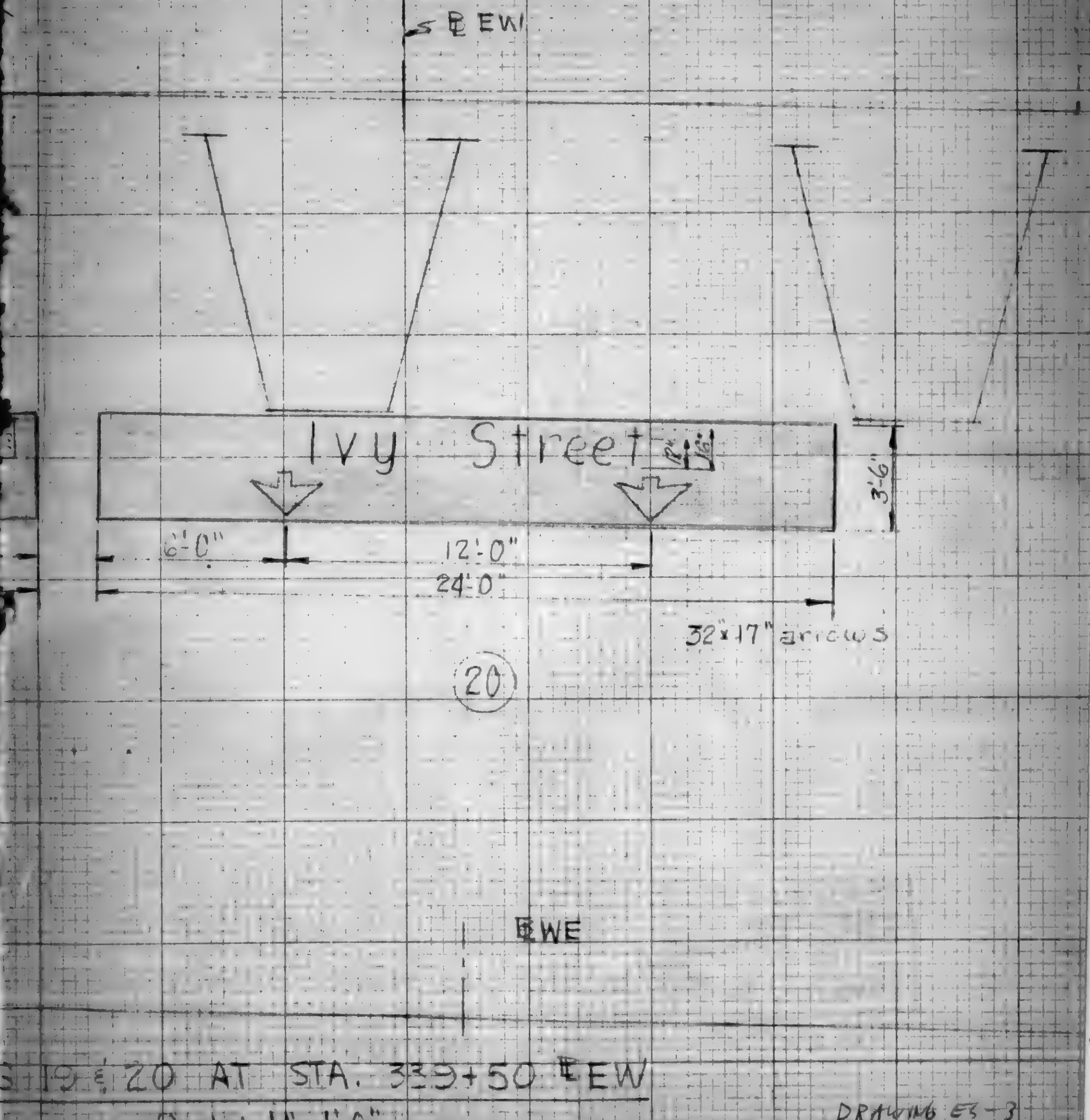
MJK:mh
cc: Mr. F. E. Bleistein

ENGINEERING

NOTED
TOM EDWARDS

ALEXANDRIA, VIRGINIA · BOSTON · CHARLESTON, WEST VIRGINIA · CHICAGO · CLEVELAND · DALLAS · DES MOINES
FAIRFIELD, NEW JERSEY · HARRISBURG · KANSAS CITY · LAHORE, WEST PAKISTAN · MIAMI · MILWAUKEE · MINNEAPOLIS
NEW YORK · ORLANDO · OVERLAND PARK, KANSAS · PHILADELPHIA · RICHMOND, VIRGINIA · SEATTLE · WASHINGTON


℄ ENW
5
NORTH
Vancouver-Seattle
3'-6"
24"x24"
12'-0"
6'-0"
30'-0"
32" x 17" arrows
19
℄ BWN
SIGNS



S 19 & 20 AT STA. 339+50 ℄ EW

Scale: ¼" = 1'-0"

DRAWING E3-3

RECEIVED
MAR 27 1969
FOR FIL

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
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THEODORE J. CAMBERN
ELMER K. TIMBY

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

I-405-8(20)303
7214

March 18, 1969

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $ 41,107.00 in payment of our Invoice No. 19-1927-23 for engineering services in connection with the design and construction plans for the subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln
K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

NOTED
TOM EDWARDS

RECEIVED
MAR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

RECEIVED
MAR 13 1969

FOR FILING

I-405-8(20)503
7214

March 12, 1969

Mr. Jack Kopetz
Howard, Needles, Tammen and Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

-1280

Re: East Fremont Interchange
Bridge No. 8958
Review Plans

Dear Sir:

This is to acknowledge receipt of seven sets of review plans for the East Fremont Interchange. These plans were received in this office on March 3 and have been distributed to the Bureau of Public Roads and other interested departments in the Highway Department for an early review.

This is also to confirm the telephone call to your office on March 6 regarding the shape of the box girder beam soffits on those concrete units adjacent to or visible from other freeway units in the East Interchange. It is the State's desire that the beam soffits be indented to conform to the general shape of the adjacent steel box girder sections.

Material on drainage was submitted to you by our letter of March 5. Temporary street closures during the construction period will be submitted to you in the very near future. At the earliest possible time, drawings covering any changes the State believes necessary will be submitted to you.

Please do not hesitate to contact this office for any information which has not been sent to you at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IDM:jr ja

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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1908 - 1961

February 28, 1969

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR - 4 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Mr. Tom Edwards
Assistant Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: East Fremont Interchange
Bridge 8958
Review Plans

Dear Sir:

We are transmitting for review and comment, seven sets of plans for the East Fremont Interchange. These review plans consist of approximately 300 sheets each; for your convenience, we are delivering the plans to Mr. Merchant's office.

As was discussed previously, these plans are being submitted in advance of 100 per cent completion in order to give more time for review. Some of the drawings have been checked but others have not and some are lacking minor details; all should be adequate for review and coordination of related plans. Where applicable, comments from the review of the West Interchange plans have been incorporated in the East Interchange.

Several items have not been resolved at this time and we understand these will be covered in the review. These include the disposition of the drainage from the structures and temporary closure of the streets. The lighting plans provide for two distribution and control centers, required by design for the power source locations you specified. Details of the control centers and the extension of the existing bridge ("L" Line) lighting are not included in this submittal. TCR

Merchant
PO

We have marked the plans to indicate future construction but all sheets are included together for review purposes; the sheets are assigned temporary numbers. The final plans will be assembled into two separate contracts and permanent sheet numbers will be assigned. We have provided barrier rail on structures where required for the stage construction, we understand the off-structure barrier plans, along with the off-structure signs and off-structure gore protection will be done by the State.

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Due to the short time scheduled for submittal of final tracings, as discussed with you previously, we are continuing with the checking and processing of these plans during the time of your review. We will then be able to submit final tracings, quantities, and special provisions shortly after receipt of review comments, depending on the extent of the adjustments required.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

Jack Kopetz

By: Jack Kopetz

JS:MJK:mh

cc: Mr. Ivan Merchant w/7 sets of plans
cc: Mr. F. E. Bleistein

RECEIVED
MAR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-8(20)303
72141

March 5, 1969

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Gentlemen:

Pursuant to your request of February 7, 1969, we have added the required dimensions "D" and "B" to the prints which were marked with the co-ordinates of the columns located near Interstate Avenue and attach one copy for your use.

Also we are attaching one print each of the general plan sheets of the East Fremont Interchange on which we have indicated the requested preferred locations for the type B inlets along with the direction of the storm sewers.

In addition to the above, we are attaching 2 prints, which are the work sheets for the East Fremont Interchange drainage and are for your information.

In reply to your inquiry regarding the standard handrail sheets to be used on this interchange, we will use the same drawings which are being used on the West Fremont Interchange and they are numbered 25021 and 25022.

Very truly yours,

TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson

RECEIVED
MAR 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 - 1969

FOR FILE

I-405-8(20)303

7214

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
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TELEPHONE: CODE 816, BALTIMORE 1-6900
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ERNEST E. HOWARD
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HENRY C. TAMMEN
1908 - 1961

March 3, 1969

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $120,130.55 in payment of the following invoices:

Invoice No. 16-1927-11-12-23	in the amount of $112,591.60
Invoice No. 17-1927-55	in the amount of $ 5,538.95
Invoice No. 18-1927-X-1	in the amount of $ 2,000.00

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln
K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

TOM EDWARDS

RECEIVED
MAR 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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HENRY C. TAMMEN
1906 - 1961

January 31, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 16-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West Approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS			
Engineering Fee Complete at 1/30/69	$ 64,000.00 ✓ 100%		
Amount Earned		$ 64,000.00 ✓	
Less Previously Submitted		57,600.00 ✓	
Total Preliminary Plans			$ 6,400.00 ✓
FOUNDATION INVESTIGATION AND REPORT			
a. Lump Sum Engineering Fee	$ 19,000.00 ✓		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report Complete at 1/30/69	$ 24,000.00 ✓ 100%		
Amount Earned		$ 24,000.00 ✓	
Less Previously Submitted		21,600.00 ✓	
Total Foundation Investigation and Report			2,400.00 ✓
Amount Due - (Carried Forward)			$ 8,800.00 ✓

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
FEB 13
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

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Invoice No. 16-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)			$ 8,800.00 ✓

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00 ✓		
Complete at 1/30/69	69.1% ✓		
Amount Earned		$ 767,701.00 ✓	
Less Maximum Retainage per Contract		67,969.00 ✓	
		699,732.00	
Less Previously Submitted		595,940.40 ✓	
Total Design and Working Drawings			103,791.60 ✓
Amount Due This Invoice			$ 112,591.60 ✓

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jos.

26-
1973-906

APPROVED
Ivan D. Merchant
BRIDGE ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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1908 - 1961

January 31, 1969

OREGON STATE HIGHWAY DEPARTMENT COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 17-1927-55

Re: PROJECT: Fremont Bridge Approaches
Foundation Explorations
Project I-405-8(1)301

For drilling and sampling services performed in connection with the foundation explorations for the east and west approaches to the Fremont Bridge in Portland, Oregon, in accordance with Agreement dated March 14, 1967, and Letter of Authorization dated June 8, 1967.

Pay Item B - Part C Subcontract on Reimbursable Basis -	$ 55,389.50 ✓
Less Previous Payments	49,850.55 ✓
Amount Due This Invoice	$ 5,538.95 ✓

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jos. Sorkin

APPROVED
BRIDGE ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
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26-1973-906

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January 31, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 18-1927-X-1

For engineering services in connection with the revised shoulder width changes of the preliminary plans for the East and West Approaches of the Fremont Bridge in accordance with Supplemental Agreement No. 1 dated the 12th day of December, 1967, which supplements Agreement dated the 14th day of March, 1967:

ENGINEERING FEE:	$ 20,000.00		
Complete at 1/30/69	100%		
Amount Earned		$ 20,000.00	
Less Previously Submitted		18,000.00	
Amount Due This Invoice			$ 2,000.00

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By ______________

APPROVED
Ivan D Merchant
BRIDGE ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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7,8,9,10,11,12,1,2,3,4,5,6

26-1973-906

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CONSULTING ENGINEERS

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HENRY C. TAMMEN
1906 - 1961

January 31, 1969

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 18-1927-X-1

For engineering services in connection with the revised shoulder width changes of the preliminary plans for the East and West Approaches of the Fremont Bridge in accordance with Supplemental Agreement No. 1 dated the 12th day of December, 1967, which supplements Agreement dated the 14th day of March, 1967:

ENGINEERING FEE:	$ 20,000.00 ✓		
Complete at 1/30/69	100% ✓		
Amount Earned		$ 20,000.00 ✓	
Less Previously Submitted		18,000.00 ✓	
Amount Due This Invoice			$ 2,000.00 ✓

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jos. Sorkin

APPROVED
Ivan D. Merchant
BRIDGE ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 13 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

26-1973-906

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 95

Week Ending: 1-30-69

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Comple
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION					
1. Boring Sub-contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS					
1. Architectural	70.0	0.1	0.1		
2. Structure Design	79.5	18.7	14.9		
3. Structure Plans	66.7	75.3	50.2		
4. Highway Plans	75.0	3.0	2.2		
5. Electrical Plans	55.0	2.0	1.1		
6. Special Provisions	65.0	0.9	0.6		
SEGMENT TOTAL		100.0	69.1	83.3	57.56
D. SHOP DRAWING REVIEW		100.0	0	6.4	0
JOB TOTAL				100.0	67.86

% COMPLETE TOTAL 67.86

RECEIVED
JAN 31 1969

FOR FILING

I-405-8(20) 303

7244

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

January 23, 1969

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $28,997.10 in payment of our Invoice No. 15-1927-11-12-23 for engineering services in connection with the above subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL/mb

cc: M. J. Kopetz

NOTED
TOM EDWARDS

NOTED
R. L. PORTER

RECEIVED
JAN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

1

RECEIVED
JAN 14 1969

I-405-8(20)323

7214

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CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

January 2, 1969

Edwards

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $23,897.70 in payment of our Invoice Nos. 13-1927-11-12-23 and 14-1927-X-1 for engineering services in connection with the above subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

NOTED
TOM EDWARDS

RECEIVED
JAN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B-122X 50M 7-66
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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DEC 18 1968
FOR FILING

I-405-8(30)303

7214

December 16, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopeta

Subject: East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Gentlemen:

In reply to your letter of November 19, in which you request topographical data, site grading, street closures, etc., we are attaching a roll each of cross sections and a topographic map of the area, along with xeroxed copies of the field notes, the letter of transmittal from the Metropolitan Division in Portland, and a list and map of the street closures.

We believe the attached material will cover your request; however, if more information is required, please feel free to request it.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

NOTED
TOM EDWARDS

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson
Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue, Seattle, Wash. 98101
Attn: F. E. Bleistein

RECEIVED
DEC 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1906 - 1961

December 15, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 15-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00 ✓		
Complete at 11/21/68	100% ✓		
Amount Earned		$ 64,000.00 ✓	
Less 10% Retainage		6,400.00 ✓	
		57,600.00 ✓	
Less Previously Submitted		57,600.00 ✓	
Total Preliminary Plans			$ 0.00 ✓

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00 ✓		
b. Administrative Fee for Subcontract Work	5,000.00 ✓		
Total Foundation Investigation and Report	24,000.00 ✓		
Complete at 11/21/68	100% ✓		
Amount Earned		$ 24,000.00 ✓	
Less 10% Retainage		2,400.00 ✓	
		21,600.00 ✓	
Less Previously Submitted		21,600.00 ✓	
Total Foundation Investigation and Report			0.00 ✓
Amount Due - (Carried Forward)			$ 0.00

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Invoice No. 15-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)		$ 0.00 ✓

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00 ✓		
Complete at 11/21/68	59.6% ✓		
Amount Earned		$ 662,156.00 ✓	
Less 10% Retainage		66,215.60 ✓	
		595,940.40 ✓	
Less Previously Submitted		566,943.30 ✓	
Total Design and Working Drawings			28,997.10 ✓
Amount Due This Invoice			$ 28,997.10 ✓

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By_______________

APPROVED
BRIDGE ENGINEER

26-1973-906

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 85

Week Ending 11-21-6

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Compl
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION					
1. Boring Sub-Contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS					
1. Architectural	60.0	0.1	0.0		
2. Structure Design	67.8	18.7	12.7		
3. Structure Plans	58.0	75.3	43.7		
4. Highway Plans	50	3.0	1.5		
5. Electrical Plans	55.0	2.0	1.1		
6. Special Provisions	65.0	0.9	0.6		
SEGMENT TOTAL		100.0	59.6	83.3	49.65
D. SHOP DRAWING REVIEW		100.0	0	6.4	0
JOB TOTAL				100.0	59.95

% COMPLETE TOTAL 59.95

FORM E-129X 80M 7-66

RECEIVED
DEC 11 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(30)
7.314

December 6, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: East Fremont Interchange
Stadium Freeway
Bridge No. 8958

Gentlemen:

In reply to your letter of November 1, in which you attached prints of Drawings Nos. S-1, S-2 and S-3, showing proposed changes in Unit 4 of the NW and WE lines, and your letter of December 2, with which you submitted a revised sketch of S-2, showing the flared configuration at the tops of column of Pier 9.

We have made a study of the proposed changes, as outlined on your Drawings Nos. S-1, S-2 (revised), and S-3 and find that the revision of Pier 8 shows adequate clearance for the sewer line and that there is no objection to the shifting of Pier 10.

The straddling of Interstate Avenue between columns of Pier 9 does create a problem in regard to future widening of the avenue. It is our desire to at least have 85' clear distance (at right angles to the centerline of Interstate Avenue) between the inside faces of the two columns, as sketched on a print of your Drawing No. S-2 (revised). In order to achieve this clearance, the northerly column would remain in place and the southerly column translated in an easterly direction until the required clearance is obtained. This would necessitate the rotation of the bent.

We are attaching 2 prints of TED Drawing No. 1473, which has the standard details for the interior illuminated sign, which you requested in your letter of December 2. It might be pointed out at this time that the interior illuminated signs should be connected so that the illumination will be continuous during 24 hours. The illumination of the other signs should be controlled by a photocell arrangement and would only illuminate the sign during the dark period of the day.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson (w/prints)

Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101
Attn: P. E. Bleistein

RECEIVED
DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
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BERNARD H. ROTTINGHAUS
GERARD F. FOX
WILLIAM M. WACHTER
BROWNING CROW

ASSOCIATE
REX M. WHITTON

ADVISORY BOARD
ENOCH R. NEEDLES
JAMES P. EXUM
ELLIS E. PAUL
THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

December 5, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 13-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 10/24/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 10/24/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Amount Due - (Brought Forward)	$ 0.00

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00		
Complete at 10/24/68	56.7%		
Amount Earned		$ 629,937.00	
Less 10% Retainage		62,993.70	
		566,943.30	
Less Previously Submitted		543,945.60	
Total Design and Working Drawings			22,997.70
Amount Due This Invoice			$ 22,997.70

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By________________________

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
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H. C. LAMBERTON, JR.
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ASSOCIATE
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ADVISORY BOARD
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ELLIS E. PAUL
THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

December 5, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 14-1927-X-1

For engineering services in connection with the revised shoulder width changes of the preliminary plans for the East and West Approaches of the Fremont Bridge in accordance with Supplemental Agreement No. 1 dated the 12th day of December, 1967, which supplements Agreement dated the 14th day of March, 1967:

ENGINEERING FEE:	$ 20,000.00		
Complete at 10/24/68	100%		
Amount Earned		$ 20,000.00	
Less 10% Retainage		2,000.00	
		18,000.00	
Less Previously Submitted		17,100.00	
Amount Due This Invoice			$ 900.00

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By

FORM 2-123X 80M 7-66

RECEIVED
DEC 5 - 1968

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-2([illegible]) 363
7214

AIR MAIL

December 2, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: West Fremont Interchange
Bridge No. 9268

Gentlemen:

Confirming our telephone conversation of this morning - I am enclosing a copy of a letter dated November 26, from our Traffic Department regarding illumination.

I believe items 1, 3, 4 and 5 are self-explanatory.

In item 2, the question is raised as to the power sources for the West Fremont and the Main River portion. It is our desire that the West Fremont Interchange have its own circuitry and power source. It will be necessary to provide a conduit if conduits as shown are not available, to provide a control circuit for the three separate bridge contracts, i.e. the West Fremont Interchange, the River Crossing and the East Fremont Interchange.

Also enclosed are revised sign sizes for signs 8, 9 and 18, to conform to space requirements.

We are now gathering some material requested by you for the East Fremont Interchange and will send it to you in the very near future.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Tom Edwards

Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue, Seattle, Wash. 98101
Attn: F. E. Bleistein

NOTED
TOM EDWARDS

RECEIVED
DEC 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 29 1968
FOR FILING

I-405-8(20)303
7214

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE CODE 816, BALTIMORE 1-6900
CABLE HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES E. FINN
[illegible] HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
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BERNARD H. ROTTINGHAUS
GERARD F. FOX
WILLIAM M. WACHTER
BROWNING CROW

ASSOCIATE
REX M. WHITTON

ADVISORY BOARD
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ELLIS E. PAUL
THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

November 22, 1968

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Merchant:

We received your letter of November 20, the marked-up set of review plans, and the original tracings for the West Interchange on November 21.

Based on an appraisal of the review comments, we expect to complete the revisions and mail the tracings in time to arrive there on December 2 with the exception of the following:

1. Sheets 54, 69, 124 - We have contacted the John Rich Enterprises for details of the nose barrier as suggested. They have assured us they will expedite the data but it is unlikely we can get the data and complete the drawings and special provisions in this time. We will submit partially revised tracings but other changes may be required to fit the barrier design.

2. Lighting Plans (Sheets 196-201). The requested changes in underdeck light size and in controls will involve some redesign and extensive changes in the drawings. With respect to the main river bridge, we sent our lighting plans to PBQ&D on June 6th, 1968 for their use in their design and asked for comments. We received no comments and assumed they had satisfactorily coordinated their plans. For the revisions and for coordination, we would appreciate it if you would send us details of the lighting as well as the navigation warning lights on the main bridge.

3. Signing Plans (Sheets 209-217). The signing plans were based on approved preliminary plans and revised further extensively based on the modified plans from the State sent to us on July 2, 1968. Although the agreement for engineering

NOTED
TOM EDWARDS

services, Paragraph I.1(c), specified that we were to do only signs on the bridges, we agreed to include the two signs at 21st. Street. These were in turn revised as later requested to shift the locations. The current revisions requested on the review plans will require additional sign supports, one additional drawing, and extensive redrawing of the seven other drawings as well as changes in details on six superstructure sheets. We feel this is a significant change as defined in Paragraph 13 of Section III of the agreement for engineering services and request an additional compensation in accordance with these provisions of the agreement. It is estimated this cost will be as follows:

Design and Plans 400 MH @ $4.80	= $1,920.00
Overhead (as per agreement)	$1,210.00
Expenses	$ 150.00
Sub-Total	$3,280.00
Profit	$ 420.00
TOTAL	$3,700.00

In the interest of expediting the submittal of these revised tracings, we will proceed with the revisions as requested. It is estimated the revised tracings for the electrical plans, signing plans, and nose details will be forwarded on December 18th.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Joe. Sorkin

JS:mh
cc: Mr. Tom Edwards
cc: Mr. F. E. Bleistein

RECEIVED
NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2[illegible] 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-9(30) 303
7214

Air Mail
Special Delivery

November 20, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopets

Subject: East & West Fremont Approaches
Stadium Freeway
Multnomah County
Bridge Nos. 8958 & 9268

Gentlemen:

The 221 sheets of construction plans for the West Approach have been reviewed by the Bureau of Public Roads and this office. A complete set of these drawings, together with the original tracings, are being sent to you by air freight and should arrive at Kansas City at 2:02 p.m., Thursday, November 21, on United Flight No. 282. Other material enclosed with this letter is as follows:

1. A copy of a letter dated October 24, to the Bureau of Public Roads requesting approval of the installation of Rich's Hi-Dro Cushion Cells at the entrance gore points.

2. A preliminary set of the road design section plans that will be incorporated into the contract.

3. One print each of standard drawings Nos. 22960, 22970, 23773 and Sheets 1 and 2 of unnumbered standard handrail drawings. These are for inclusion in the contract with your assigned sheet numbers. The State will provide the tracings.

4. Copies of letters dated October 1 and October 22, from our Traffic Division, regarding electrical design.

The Special Provisions are not being returned, as any minor corrections that will need to be made will be made by our specifications' section. However, the specifications submitted did not recommend a construction time and we would like to have your estimate of calendar days for construction.

NOTED
TOM EDWARDS

Your attention is called to our letter of November 6, regarding paint inspection on which we would like to have your further comment.

The Bureau of Public Roads has indicated its approval of the installation of the Hi-Dro Cushion Cells. It is requested that you revise your details in the anchorage area and detail the Hi-Dro Cell protection at the various gore points similar to that shown on No. B-320 attached to Sheet No. 54 of your drawings. It will also be necessary to prepare specifications for the Hi-Dro Cell construction.

Your attention is called to a later design prepared by the John Rich Enterprises, Inc. of 2117 Arden Way, Sacramento, California, which incorporates a thinner wall and an attached storage bag at the top of each cell to retain the cell water after impact. It is requested that you contact this firm and prepare the plans and specifications on their latest details.

At a recent Bureau of Public Roads' Seminar, Mr. Tamanini, Deputy Chief, Structures and Applied Mechanics Division, Bureau of Public Roads, Washington, D. C., indicated the possibility of enclosing the sides of the cell group with "fish scales", which could be painted with rather vivid colors and which would be unfastened from the cell group upon impact. Will you contact Mr. Tamanini as to the details of such an installation, as it is my belief that this would add materially to the over-all appearance.

As noted on Sheet No. 1, your Sheets 1A and 1B will not be included in the set of tracings, as the quantities will be placed on a quanity sheet to be included in the road section drawings.

Attached to your Sheet No. 18 are Sheets 1 and 2 of Exhibit A, on which are some requested revisions for construction clearances. Also Exhibit B is attached to Sheet 123 and Exhibit C to Sheet 158. These drawings indicate additional areas which must remain free of obstruction during construction. The general areas should be shown on the plans, as are other such areas. Instructions for the construction in this area will be included in the Special Provisions by the State.

The letters of October 1 and October 22, cover a general review of the electrical design. Your attention is called to Item 1 of the October 22 letter. It is believed that the underdeck lighting of the approaches should be revised to use 250-watt luminaires, as indicated in the second paragraph of this letter, to afford a better over-all light pattern and to be consistent with the main span structure. Will you please revise your details to this effect.

It is requested that the revisions or corrections shown on the set of plans being returned to you be studied and the changes made on the tracings at the earliest possible time and returned to the State by December 2. At such time as the tracings are revised, please return them to this department with all sheets numbered and at that time, the State will add drawing numbers on the complete set.

Recently you submitted sketches of study drawings S-1, 2 and 3, covering span revisions and revised locations for Piers 8, 9 and 10 in the East Fremont Interchange. As discussed with you over the telephone, we have no objection to the change in span lengths or the proposed configuration of Piers 8 and 10. However, we request Pier 9 be given additional study and if possible the appearance be made more in keeping with the adjacent piers because of its exposed position on Interstate Avenue.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Tom Edwards
L. H. Young

RECEIVED
NOV 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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NOV 12 1968
FOR FILING

I-405-8(20)803

7214

November 6, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: West Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 9268

Gentlemen:

This is in confirmation of our telephone conversation of Friday, November 1, 1968, regarding subject.

Your Specification, Section 414 - Painting of New Metal Structures; 414-3.4 - Painting - under this item you list two tests to be followed in checking the adhesion of the zinc rich coating.

We are not satisfied with test number 1, which requires the use of a common paper clip and would suggest that either a method approved by the Steel Structures' Painting Council or ASTM, such as ASTM D2197-67T, be used instead.

The above-mentioned ASTM Specification is for organic coatings; however, it is our belief that it could be utilized here.

As you were told, it is our wish that the item for furnished steel bearing piles be written so as to include the cost of splices, and the piling list should state that the lengths given are estimated lengths and for bidding purposes only.

In regard to the date of receiving the final drawings, we will transmit the tracings, and a set of prints which have our comments thereon, to you on or before November 13, 1968, and according to your estimate, we will receive the drawings back corrected and ready for reduction on December 2, 1968.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ORIGINAL SIGNED
T. C. ROAKE

By Theo. C. Roake
Asst. Bridge Engineer

TCR:jr

cc: Tom Edwards
C. O. Swenson

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 12 1968
FOR FILING

I-405-8(20)303

7214

November 6, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: West Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 9268

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Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ORIGINAL SIGNED
T. C. ROAKE

By
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr

cc: Tom Edwards
C. G. Swanson

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 12 1968
FOR FILING

I-405-8(20)803

7214

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 6, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: West Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 9268

Gentlemen:

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Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ORIGINAL SIGNED
T. C. ROAKE

By Theo. C. Roake
Asst. Bridge Engineer

TCR:jr

cc: Tom Edwards
C. G. Swenson

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

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1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
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1908 - 1961

November 1, 1968

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge Approaches
East Interchange
Bridge 8958

Dear Mr. Merchant:

Enclosed are six prints each of Study Drawings S-1, S-2, and S-3 showing details of proposed changes in Unit 4 of EW and WE.

These changes are a result of clearance problems indicated by additional field data and by final design. The proposed changes are as follows:

1. Pier 8 has been shifted and the skew increased to provide a margin of clearance to the 96-inch interceptor sewer located in the field by the Metropolitan Office and indicated on their drawing dated June 11, 1968. Drawing S-3 shows a revised pier elevation which replaces the heavy concrete pier with a steel ring pier. This design is more compatible in appearance with the rest of the interchange and will result in some economy.

2. Final design of Pier 9 indicates that the increased roadway widths will require a wider pier than anticipated, with insufficient clearance to Interstate Avenue. The span between Pier 8 and 9 is already very long and unbalanced. Final design indicates that an additional structure depth would be required in this area which is very critical for clearance. The depth change would affect grades over a large part of the interchange, resulting in undesirable grades and "roller coaster" effects. The best solution appears to be a shift of the pier to the northeast, straddling Interstate Avenue. Drawing S-2 shows an elevation of the pier. The pier is not only economical and compatible in

appearance but, due to the shift, an outrigger cap is not required to support the upper deck.

3. Based on final design, Pier 10 must be shifted to obtain clearance to the railroad spans. To obtain an economical balance of the spans and avoid the necessity of increased structure depths an additional shift is desirable. The shift would also improve the access to the loading dock, should the scheme which was proposed at one time be adopted.

In summary, the proposed changes would result in a more economical unit with improved balance and appearance, along with improved grades and less "roller coaster" effect.

Please let us have your comments on this layout as soon as possible. In view of the critical time schedule, we will continue work on these units until we hear otherwise from you.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

MJK:mh

cc: Mr. F. E. Bleistein

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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
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1906 - 1961

October 28, 1968

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $ 41,995.80 in payment of our Invoice No. 12-1927-11-12-23 for engineering services in connection with the above subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

orig to Maison
copy to Edwards
" " File ✓
11-1-68

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1908 - 1961

September 30, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 12-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 9/26/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 9/26/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

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CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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HENRY C. TAMMEN
1908 - 1961

September 30, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 12-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 9/26/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 9/26/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Invoice No. 12-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)			$ 0.00 ✓

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00 ✓		
Complete at 9/26/68	54.4% ✓		
Amount Earned		$ 604,384.00 ✓	
Less 10% Retainage		60,438.40 ✓	
		543,945.60 ✓	
Less Previously Submitted		501,949.80 ✓	
Total Design and Working Drawings			41,995.80 ✓
Amount Due This Invoice			$ 41,995.80 ✓

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By

Approved 10/10/68

Asst. State Hwy. Engr.

26-1903-906

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 77

Week Ending 9-26-68

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Comple
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION					
1. Boring Sub-Contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS					
1. Architectural	50	0.1	0.0		
2. Structure Design	63	18.7	11.8		
3. Structure Plans	52.3	75.3	39.4		
4. Highway Plans	50	3.0	1.5		
5. Electrical Plans	55.0	2.0	1.1		
6. Special Provisions	65	0.9	0.6		
SEGMENT TOTAL		100.0	54.4	83.3	45.3
D. SHOP DRAWING REVIEW		100.0	0	6.4	.0
JOB TOTAL				100.0	55.6

% COMPLETE TOTAL 55.62

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7214

September 23, 1968

Mr. Jack Kopetz
Howard, Needles, Tammen and Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

6867

Re: West Fremont Interchange
Bridge No. 9268

Dear Mr. Kopetz:

The contract special provisions accompanying your letter of September 13 have been referred to our Specifications Section and the Bureau of Public Roads for comment. These comments, along with ours, will be forwarded to you at the earliest possible date.

In line with the memorandum of our conference of June 26, 1968, will you please prepare a paint specification based on inorganic zinc primers and a vinyl top coat. The exact color has not as yet been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf ja

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
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1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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September 13, 1968

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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7,8,9,10,11,12,1,2,3,4,5,6

Mr. Tom Edwards
Assistant Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: West Fremont Interchange
Bridge 9268
Special Provisions

Dear Mr. Edwards:

We are transmitting herewith three copies of the Special Provisions for the bridge structures, illumination, and signing. These are provided for incorporation in the job Special Provisions.

It is our understanding the State will provide the necessary Special Provisions for the approach roadway work and the off-structure drainage. At this time the quantities are unchecked and, inasmuch as the project limits are not known, we have not included the quantities for the "All Required" items or the piling order list. We can provide this when the project limits are determined or with the final tracings for a later breakdown.

Since the type of paint system has not been determined as yet, we have not included any provision therefore. When this decision is made we can provide these if it is so desired.

Inorganic zinc primer / Vinyl top coats

If any questions arise regarding these Special Provisions, please call.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

MJK:mh
cc: Mr. F. E. Bleistein

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TELEPHONE: CODE 816, BALTIMORE 1-6900
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1906 - 1961

September 23, 1968

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Project: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $ 60,993.90 in payment of our Invoice No. 11-1927-11-12-23 for engineering services in connection with the design and construction plans for the Fremont Bridge Approaches.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

Copy to
[illegible] 9-30-68

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1903 - 1953
HENRY C. TAMMEN
1908 - 1961

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7214

September 7, 1968

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Dept.
State Highway Building
Salem, Oregon 93310

Re: West Fremont Interchange
Bridge No. 9268

Dear Mr. Edwards:

Enclosed are the quantities and estimates of cost for the West Interchange. Except for lighting, signing, and the street relocations, a division of the quantities and cost estimate is given by bridge units.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin
Jos. Sorkin

JS:mh

cc: Mr. Frank Bleistein

NOTED
TOM EDWARDS

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SEP 9 1968
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STATE HIGHWAY ENGINEER

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST
SUMMARY

BRIDGE	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
SE - Concrete Units	$ 1,492,430	$ 394,223	$ 1,886,653
ES - Concrete Units	1,610,975	514,033	2,125,008
EW - Concrete Units	1,463,142	221,486	1,684,628
WE - Concrete Units	1,009,215	589,562	1,598,777
SW - Steel Units	1,304,090	417,987	1,722,077
WS - Steel Units	1,133,841	306,469	1,440,310
SE - Steel Units	2,409,559	1,091,146	3,500,705
ES - Steel Units	1,857,761	175,324	2,033,085
EW - Steel Unit	494,592	------	494,592
WE - Steel Unit	874,484	265,497	1,139,981
Lighting			130,000
Signing			50,000
Retaining Walls			38,000
Street Relocations			90,000
TOTAL	$13,650,089	$3,966,727	$17,933,816

Howard, Needles, Tammen & Bergendoff

September 7, 1968

Form F-136 2-M

Oregon State Highway Depart t
BRIDGE DESIGN SECTION

Sheet 13

Bridge West Fremont Interchange County Mult.

Calculations by WOOD Date Aug. 26, 1968 Bridge No. 9268

Estimate Summary

Concrete Box Girder Spans

347,300 □' Roadway Area

Superstructure $12/□'
Sub structure $6/□'

347,300 □' @ $18/□' -------- $6,250,000

Steel Box Girder Spans

311,350 □' Roadway Area

Superstructure $25/□'
Substructure $10/□'

311,350 □' @ $35/□' --------- $10,900,000

Estimated Cost --- $17,150,000
12% Contingencies --- 2,050,000

Total Estimate = $19,200,000

Conc Box & piers $10.5 ±
Steel Super 8.7 ±

Piers. Conc & Steel in swamps 14.5
Steel supe 4.7

Oregon State Highway Dep ent
BRIDGE DESIGN SECTION

Sheet 1

West Fremont — County Mult.

WOOD — Date Sept. 12, 1968 — 9268

Lighting, signing, retaining walls, street relocations –

From consultant's estimate	$ 308,000
Eng'r. & cont. (11%)	34,000
	342,000
Superstr. (Est. sheet 2)	15,217,170
Substr. (Est. sheet 3)	3,958,802
Total Estimated Cost	$19,517,972

②

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Fremont County Mult. Bridge No. 9268
Section and Station Highway
Estimate Made By HNTB Date Checked By Wood Date Sept. 1968
Description Priced

Estimate From (Strike out the ones which do not apply) { No plans / Sketch / Completed plans; Drawing No.

Superstructure

Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete - Steel Units	Cu.Yd.		16,655		90.00	1,498,950
Class "A" Concrete - Concrete Units	Cu.Yd.		24,917		105.00	2,616,285
Metal Reinforcement	Lbs.		15,074,800		0.15	2,261,220
Lumber	F.B.M.					
Structural A441 Steel	Lbs.		9,572,400		0.43	4,116,132
Structural A588 Steel	Lbs.		5,204,900		0.45	2,342,205
Structural Steel : Misc.	Lbs.		570,860		0.60	342,516
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-	22,502		7.00	157,514
Metal Parapet Rail #	Lin.Ft.	-				
Exp. Jts. Type 4	Lin.Ft.		368		124.00	45,632
Exp. Jts. Type 3	Lin.Ft.		1,757		112.00	196,784
Exp. Jts. Type 5	Lin.Ft.		150		136.00	20,400
1¼" conduit	Lin.Ft.		14,420		1.50	21,630
¾" conduit	Lin.Ft.		740		1.00	740
Rdwy. Drains	Each		87		80.00	6,960
5" P.V.C. Pipe	Lin.Ft.		1,143		15.00	17,145
Bearing Devices	All					65,050
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $13,709,163
Plus 11 Per Cent For Engineering & Contingencies 1,508,007
TOTAL COST $15,217,170

Engr. 7%
Cont. 4%

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name West Fremont County Mult. Bridge No. 9269.
Section and Station ____ Highway ____
Estimate Made By HNTB Date ____ ~~Checked~~ By [illegible] Date Sept. 1969
Description
Priced

Substructure

Estimate From (Strike out the ones which do not apply)
- No plans
- Sketch
- Completed plans; Drawing No.

Calculation Book No. ____ Loading ____

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	$175,000
Structural Excavation	Cu.Yd.	18,393	-		5.00	91,965
Excavation Below Elevation Shown	Cu.Yd.	3,567	-		7.00	24,969
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 10 BP42	Lin.Ft.	4,640	-		5.00	23,200
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling 10 BP42	Each	63	-		65.00	4,095
Splice Steel Piles 10 BP42	Each	63	-		32.00	2,016
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete Footings	Cu.Yd.	12,473			40.00	498,920
Col. & Shafts Concrete	Cu.Yd.	12,680	-		80.00	1,014,400
Metal Reinforcement	Lbs.	4,081,659			0.15	612,249
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Steel Piling } 12 BP53	Lin.Ft.	8760			7.00	61,320
Drive Steel Piling } 12 BP53	Each	160			70.00	11,200
Splice Steel Piles } 12 BP53	Each	160			34.00	5,440
Prestr. Conc. Slabs	Each	-				
Steel Piling } 14 BP73	Lin.Ft.	86,388			8.50	734,298
Drive Steel Piling } 14 BP73	Each	1,811			74.00	134,014
Splice Steel Piles } 14 BP73	Each	1,595			36.00	57,420
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-				
Metal Parapet Rail #	Lin.Ft.	-				
8" P.V.C. pipe	Lin.Ft.	6,057			15.00	90,855
Type "B" Inlets	Each	67			145.00	9,715
Prestress Rods & Anchors	Lbs.	2,100			1.25	2,625
Special Backfill	Cu.Yd.	420			5.50	2,310
Concrete Slab Riprap	Sq.Yd.	1,270			8.25	10,477
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal $3,566,488
Plus 11 Per Cent For Engineering & Contingencies 392,314
TOTAL COST $ 3,958,802

Eng'r. 7%
Cont. 4%

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTU
BRIDGE SE (STEEL UNITS)

Item			Unit 1		
Description	Units	Unit Cost	Quantity	Cost	Quantity
Shoring, Cribbing, etc.	Sq. Ft.	2.50	7,446	$ 18,615	3,748
Structural Excavation	Cu. Yds.	3.00	2,670	8,010	1,150
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	466	2,097	230
Class "A" Concrete (footings)	Cu. Yds.	70.00	2,632	184,240	816
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	3,938	318,978	1,248
Metal Reinforcement	Lbs.	0.16	556,700	89,072	365,500
Test Piles	Only	*	8		6
Furnish 14BP73 Piling	Lin. Ft.	8.70	7,110	61,875	4,310
Drive 14BP73 Piling	Only	74.00	192	14,208	91
Splice 14BP73 Piling	Only	36.00	192	6,912	90
8" P.V.C. Pipe	Lin. Ft.	17.00	464	7,888	350
Type "B" Inlets	Only	145.00	4	580	3
Total Substructure				$712,457	

*Incorporated in footings
Unit 1 includes quantities for Piers 1and 2

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTURE
BRIDGE SE (STEEL UNITS)

Unit 1		Unit 2		Unit 3	
tity	Cost	Quantity	Cost	Quantity	Cost
	$ 18,615	3,748	$ 9,370	1,944	$ 4,860
0	8,010	1,150	3,450	484	1,452
6	2,097	230	1,035	108	486
2	184,240	816	57,120	322	22,540
8	318,978	1,248	101,088	356	28,836
0	89,072	365,500	58,480	89,500	14,320
8		6		4	
0	61,875	4,310	37,497	1,700	14,790
2	14,208	91	6,734	32	2,368
2	6,912	90	3,240	32	1,152
	7,888	350	5,950	188	3,196
	580	3	435	2	290
	$712,457		$284,399		$94,290

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERC
ESTIMATE OF COST SUBST
BRIDGE ES - STEEL

Item			Unit 1		
Description	Units	Unit Cost	Quantity	Cost	Qua
Shoring, Cribbing, etc.	Sq. Ft.	2.50	--	--	
Structural Excavation	Cu. Yds.	3.00	--	--	
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	--	--	
Class "A" Concrete (footings)	Cu. Yds.	70.00	--	--	
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	--	--	
Metal Reinforcement	Lbs.	0.16	--	--	22
Test Piles	Only	*	--	--	
Furnish 14BP73 Piling	Lin. Ft.	8.70	--	--	
Drive 14BP73 Piling	Only	74.00	--	--	
8" P.V.C. Pipe	Lin. Ft.	17.00	--	--	
Type "B" Inlets	Only	145.00	--	--	
Prestress Rods and Anchors	Lbs.	1.25	--	--	

Total Substructure

*Incorporated in footings
Quantities for Unit 1 included with Unit 1 SE
Quantities for Unit 3 included with Unit 1 SW

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTURE
BRIDGE ES - STEEL UNITS

Unit 1		Unit 2		Unit 3	
Quantity	Cost	Quantity	Cost	Quantity	Cost
--	--	2,354	$ 5,885	--	--
--	--	640	1,920	--	--
--	--	127	572	--	--
--	--	446	31,220	--	--
--	--	691	55,971	--	--
--	--	221,000	35,360	--	--
--	--	4	--	--	--
--	--	3,530	30,711	--	--
--	--	72	5,328	--	--
--	--	320	5,440	--	--
--	--	2	290	--	--
--	--	2,100	2,625	--	--
			$175,324		

Howard, Needles, Tammen & Bergendoff
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BRIDGE 9268
WEST FREMONT INTERCHA
ESTIMATE OF COST SUPERST
BRIDGE 8E (STEEL UNIT

Item			Unit 1		
Description	Units	Unit Cost	Quantity	Cost	Quant
Class "A" Concrete (Steel Units)	Cu. Yds.	67.00	907	$ 60,769	8
Class "A" Concrete (Conc. Units)	Cu. Yds.	105.00	--	--	--
Structural Steel - A441	Lbs.	0.44	1,336,800	588,192	881,4
Structural Steel - A588	Lbs.	0.46	737.600	339,296	429,4
Structural Steel Misc.*	Lbs.	0.60	58,010	34,806	14,9
Metal Reinforcement	Lbs.	0.16	317,400	50,784	193,2
Handrail	Lin. Ft.	7.00	760	5,320	1,0
Expansion Joints --	--	--	--	--	-
Expansion Joints Type 5	Lin. Ft.	136.00	96	13,056	
Lighting Conduit (1¼")	Lin. Ft.	1.40	150	210	
Lighting Conduit (3/4")	Lin. Ft.	0.90	40	36	
Roadway Drain	Only	80.00	4	320	
Bearing Devices	--	--	--	--	
Bearing Devices (500T)	Only	1,250.00			
Bearing Devices (550T)	Only	1,375.00			
Bearing Devices (600T)	"	1,500.00			
Bearing Devices (650T)	Only	1,625.00			
Bearing Devices (700T)	Only	1,750.00			
Bearing Devices	--	--			
Bearing Devices (1700T)	Only	3,400.00	2	6,800	
Total Superstructure				$1,099,589	

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUPERSTRUCTURE
BRIDGE 8E (STEEL UNITS)

Unit 1		Unit 2		Unit 3	
Quantity	Cost	Quantity	Cost	Quantity	Cost
907	$ 60,769	858	$ 57,486	800	$ 53,600
--	--	--	--	--	--
1,336,800	588,192	881,400	387,816	795,500	350,020
737.600	339,296	429,400	195,224	331,700	152,582
58,010	34,806	14,980	8,988	10,500	6,300
317,400	50,784	193,200	30,912	179,900	28,784
760	5,320	1,072	7,504	1,000	7,000
--	--	--	--	--	--
96	13,056	54	7,344	--	--
150	210	540	756	500	700
40	36	60	54	--	--
4	320	3	240	2	160
--	--	--	--	--	--
		3	3,750		
		1	1,375		
				4	6,000
		1	1,625		1
		1	1,750		
2	6,800				
	$1,099,589		$704,824		$605,146

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHA
ESTIMATE OF COST SUPERST
BRIDGE SE (CONCRETE UN

Item			Unit 4		
Description	Units	Unit Cost	Quantity	Cost	Quant
Class "A" Concrete (Conc. Units)	Cu. Yds.	105.00	2,458	$258,090	1,
Structural Steel Misc. *	Lbs.	0.60	27,100	16,260	30,
Handrail	Lin. Ft.	7.00	608	4,256	
Expansion Joints Type 3	Lin. Ft.	112.00	168	18,816	
Lighting Conduit (14")	Lin. Ft.	1.40	305	427	
Roadway Drain	Only	80.00	6	480	
8" P.V.C. Pipe	Lin. Ft.	17.00	88	1,496	
Metal Reinforcement		0.16	944,100	151,056	620,
Total Superstructure				$450,881	

*Bearings and Expansion Links

GE 9268
T INTERCHANGE
OST SUPERSTRUCTURE
CONCRETE UNITS)

Unit 5		Unit 6		Unit 7	
Quantity	Cost	Quantity	Cost	Quantity	Cost
1,689	$177,345	2,304	$241,920	1,518	$159,390
30,340	18,204	27,410	16,446	13,210	7,926
545	3,815	816	5,712	700	4,900
139	15,568	128	14,336	64	7,168
275	385	410	574	350	490
2	160	3	240	3	240
36	612	51	867	51	867
620,800	99,328	984,600	157,536	672,000	107,520
	$315,417		$437,631		$288,501

Howard, Needles, Tammen & Bergendoff
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BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUPERSTRUCT
BRIDGE EW

Item			Unit 1 (Steel)		Unit
Description	Units	Unit Cost	Quantity	Cost	Quantity
Class "A" Concrete (Steel Units)	Cu. Yds.	67.00	782	$ 52,394	
Class "A" Concrete (Conc. Units)	Cu. Yds.	105.00			3,41
Structural Steel - A441	Lbs.	0.44	659,500	290,180	
Structural Steel - A588	Lbs.	0.46	223,700	102,902	
Metal Reinforcement	Lbs.	0.16	214,900	34,384	1,223,20
Structural Steel - Misc.*	Lbs.	0.60			26,02
Handrail	Lin. Ft.	7.00	1,268	8,876	65
Expansion Joints Type 3	Lin. Ft.	112.00			8
Expansion Joints Type 4	Lin. Ft.	124.00			8
Lighting Conduit (1 1/4")	Lin. Ft.	1.40	1,410	1,974	67
Lighting Conduit (3/4")	Lin. Ft.	0.90	80	72	13
Roadway Drain	Only	80.00	3	240	
8" P.V.C. Pipe	Lin. Ft.	17.00	210	3,570	18
Total Superstructure				$494,592	

*Bearings and Expansion Links
Unit 1 Rings and Bearings included with WE

9268
NTERCHANGE
SUPERSTRUCTURE
EW

Unit 2 (Concrete)		Unit 3 (Conctete)		Unit 4 (Concrete)	
Quantity	Cost	Quantity	Cost	Quantity	Cost
3,418	$358,890	3,066	$321,930	1,810	$190,050
1,223,200	195,712	1,121,500	179,440	647,600	103,616
26,020	15,612	33,520	20,112	15,390	9,234
650	4,550	828	5,796	682	4,774
82	9,184	150	16,800	66	7,392
80	9,920				
670	938	830	1,162	690	966
130	117	130	117	100	90
6	480	3	240	3	240
180	3,060	66	1,122	94	1,598
	$598,463		$546,719		$317,960

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHA
ESTIMATE OF COST SUPERST
BRIDGE WE

Item			Unit 1 (Steel)		U
Description	Units	Unit Cost	Quantity	Cost	Quant
Class "A" Concrete (Steel Units)	Cu. Yds.	67.00	779	$ 52,193	
Structural Steel - A44	Lbs.	0.44	912,900	401.676	
Structural Steel - A588	Lbs.	0.46	696,900	320,574	
Structural Steel Misc. *	Lbs.	0.60	27,490	16,494	2
Metal Reinforcement	Lbs.	0.16	215,800	34,528	1,31
Handrail	Lin. Ft.	7.00	1,269	8,883	
Expansion Joints Type 3	Lin. Ft.	112.00			
Expansion Joints Type 4	Lin. Ft.	124.00			
Lighting Conduit (1¼")	Lin. Ft.	1.40	640	896	
Roadway Drain	Only	80.00	3	240	
Bearing Devices (1000T)	Only	2,000.00	6	12,000	
Total Superstructure				$847,484	

RIDGE 9268
EMONT INTERCHANGE
COST SUPERSTRUCTURE
BRIDGE WE

	Unit 2 (Concrete)		Unit 3 (Concrete)		Unit 4 (Concrete)	
	Quantity	Cost	Quantity	Cost	Quantity	Cost
	3,108	$208,236	2,210	$148,070	1,512	$101,304
76						
74						
4	23,320	13,992	26,990	16,194	11,610	6,966
28	1,318,100	210,896	802,000	128,320	742,000	118,720
3	656	4,592	768	5,376	693	4,851
	68	7,616	132	14,784	64	7,168
	78	9,672				
6	330	462	390	546	350	490
0	6	480	3	240	3	240
0						
4		$455,946		$313,530		$239,739

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCH
ESTIMATE OF COST SUPERST
BRIDGE WS

Item			Unit 1		
Description	Units	Unit Cost	Quantity	Cost	Quan
Class "A" Concrete (Steel Units)	Cu. Yds.	67.00	445	$ 29,815	
Structural Steel - A441	Lbs.	0.44	350,900	154,396	376
Structural Steel - A588	Lbs.	0.46	214,400	98,624	229
Structural Steel Misc. *	Lbs.	0.60	22,850	13,710	23
Metal Reinforcement	Lbs.	.16	115,500	18,480	107
Handrail	Lin. Ft.	7.00	690	4,830	
Expansion Joints Type 4	Lin. Ft.	124.00	42	5,208	
Lighting Conduit (1¼")	Lin. Ft.	1.40	350	490	
Lighting Conduit (3/4")	Lin. Ft.	0.90	40	36	
Roadway Drain	Only	80.00	2	160	
Bearing Devices (350T)	Only	875.00	1	875	
Bearing Devices (400T)	Only	1,000.00			
Bearing Devices (450T)	Only	1,125.00	1	1,125	
Bearing Devices (500T)	Only	1,250.00	1	1,250	
Bearing Devices (550T)	Only	1,375.00	1	1,375	
Bearing Devices (600T)	Only	1,500.00			
Total Superstructure				$330,374	

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUPERSTRUCTURE
BRIDGE WS

Unit 1		Unit 2		Unit 3	
Quantity	Cost	Quantity	Cost	Quantity	Cost
445	$ 29,815	434	$ 29,078	612	$ 41,004
0,900	154,396	376,700	165,748	560,200	246,488
4,400	98,624	229,400	105,524	274,600	126,316
2,850	13,710	23,000	13,800	8,860	5,316
15,500	18,480	107,700	17,232	157,100	25,136
690	4,830	702	4,914	968	6,776
42	5,208	42	5,208		
350	490	345	483	490	686
40	36	70	63	--	
2	160	2	160	2	160
1	875	1	875		
		1	1,000	1	1,000
1	1,125	1	1,125	1	1,125
1	1,250				
1	1,375			2	2,750
		1	1,500		
	$330,374		$346,710		$456,757

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONG INTERC
ESTIMATE OF COST SUPERS
BRIDGE SW

Item			Unit 1		
Description	Units	Unit Cost	Quantity	Cost	Qua
Class "A" Concrete (Steel Units)	Cu. Yds.	67.00	659	$ 44,153	
Structural Steel - A441	Lbs.	0.44	492,400	216,656	36
Structural Steel - A588	Lbs.	0.46	684,200	314,732	19
Structural Steel Misc.*	Lbs.	0.60	--	--	3
Metal Reinforcement	Lbs.	.16	169,200	27,072	8
Handrail	Lin. Ft.	7.00	1,000	7,000	
Expansion Joints Type 4	Lin. Ft.	124.00	--	--	
Lighting Conduit (1¼")	Lin. Ft.	1.40	--	--	
Roadway Drain	Only	80.00	2	160	
8" P.V.C. Pipe	Lin. Ft.	17.00			
Bearing Devices (300T)	Only	750.00	--	--	
Bearing Devices (350T)	Only	875.00	--	--	
Bearing Devices (400T)	Only	1,000.00	--	--	
Bearing Devices (450T)	Only	1,125.00	--	--	
Bearing Devices (500T)	Only	1,250.00	--	--	
Total Superstructure				$609,773	

*Bearings and Expansion Links
Unit 1 Rings and Bearings included with ES

BRIDGE 9268
WEST FREMONG INTERCHANGE
ESTIMATE OF COST SUPERSTRUCTURE
BRIDGE SW

Unit 1		Unit 2		Unit 3	
Quantity	Cost	Quantity	Cost	Quantity	Cost
659	$ 44,153	412	$ 27,604	514	$ 34,438
492,400	216,656	364,800	160,512	510,800	224,752
684,200	314,732	197,600	90,896	142,700	65,642
--	--	31,320	18,792	--	--
169,200	27,072	87,500	14,000	108,600	17,376
1,000	7,000	672	4,704	812	5,684
--	--	42	5,208	84	10,416
--	--	370	518	500	700
2	160	3	240	2	160
		90	1,530	60	1,020
--	--	1	750	--	--
--	--	2	1,750	--	--
--	--	1	1,000	2	2,000
--	--	1	1,125	2	2,250
--	--	1	1,250	--	--
	$609,773		$329,879		$364,438

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTU
BRIDGE ES (CONCRETE UNIT

Item			Unit 4		
Description	Units	Unit Cost	Quantity	Cost	Quantity
Shoring, Cribbing, etc.	Sq. Ft.	2.50	2,126	$5,315	1,204
Structural Excavation	Cu. Yds.	3.00	1,195	3,585	655
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	119	536	70
Class "A" Concrete (footing)	Cu. Yds.	70.00	801	56,070	480
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	663	53,703	266
Metal Reinforcement	Lbs.	0.16	255,100	40,816	109,900
Test Piles	Only	*	8		4
Furnish 10BP42 Piling	Lin. Ft.	5.15			
Furnish 12BP53 Piling	Lin. Ft.	7.10			1,600
Furnish 14BP73 Piling	Lin. Ft.	8.70	5,810	50,547	1,610
Drive 10BP42 Piling	Only	65.00			
Drive 12BP53 Piling	Only	70.00			30
Drive 14BP73 Piling	Only	74.00	109	8,066	30
Splice 10BP42 Piling	Only	32.00			
Splice 12BP53 Piling	Only	34.00			30
Splice 14BP73 Piling	Only	36.00	109	3,924	30
8" P.V.C. Pipe	Lin. Ft.	17.00	365	6,205	155
Type "B" Inlets	Only	145.00	3	435	2
Concrete Slab Riprap	Sq. Yds.	8.30			
Total Substructure				$229,202	

*Incorporated in footings

BRIDGE 9268
ST FREMONT INTERCHANGE
MATE OF COST SUBSTRUCTURE
IDGE ES (CONCRETE UNITS)

	Unit 5		Unit 6		Unit 7	
Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
,315	1,204	$ 3,010	1,192	$ 2,978	1,108	$ 2,768
,585	655	1,965	596	1,788	318	954
536	70	315	65	293	250	1,125
,070	480	33,600	330	23,100	174	12,180
,703	266	21,546	174	14,094	129	10,449
,816	109,900	17,584	95,000	15,200	79,209	12,673
	4		6		6	
					1,800	9,270
	1,600	11,360	3,600	25,560		
547	1,610	14,007			1,998	17,382
					23	1,495
	30	2,100	64	4,480		
,066	30	2,220			32	2,368
					23	736
	30	1,070	64	2,176		
3,924	30	1,080			32	1,152
6,205	155	2,635	190	3,230	120	2,040
435	2	290	3	435	3	435
					450	3,735
229,202		$112,732		$93,334		$78,762

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHA
ESTIMATE OF COST SUBSTE
BRIDGE SE (CONCRETE UN

Item			Unit 4		
Description	Units	Unit Cost	Quantity	Cost	Quant
Shoring, Cribbing, etc.	Sq. Ft.	2.50	4,336	$ 10,840	2,
Structural Excavation	Cu. Yds.	3.00	754	2,262	4
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	160	720	1
Class "A" Concrete (footings)	Cu. Yds.	70.00	476	33,320	2
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	338	27,378	1
Metal Reinforcement	Lbs.	0.16	129,700	20,752	87,4
Test Piles	Only	*	6	--	
Furnish 10BP42 Piling	Lin. Ft.	5.15			
Furnish 12BP53 Piling	Lin. Ft.	7.10			2,4
Furnish 14BP73 Piling	Lin. Ft.	8.70	3,710	32,277	
Drive 10BP42 Piling	Only	65.00			
Drive 12BP53 Piling	Only	70.00			
Drive 14BP73 Piling	Only	74.00	72	5,328	
Splice 10BP42 Piling	Only	32.00			
Splice 12BP53 Piling	Only	34.00			
Splice 14BP73 Piling	Only	36.00	72	2,592	
8" P.V.C. Pipe	Lin. Ft.	17.00	290	4,930	
Type "B" Inlets	Only	145.00	6	870	
Concrete Slab Riprap	Sq. Yds.	8.30			
Special Backfill	Cu. Yds.	5.50			
Total Substructure					$141,269

*Incorporated in footings

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTURE
BRIDGE SE (CONCRETE UNITS)

nit 4	Unit 5		Unit 6		Unit 7	
Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
$ 10,840	2,660	$ 6,650	3,878	$ 9,695	2,964	$ 7,410
2,262	462	1,386	552	1,656	472	1,416
720	106	477	110	495	114	513
33,320	284	19,880	310	21,700	226	15,820
27,378	104	8,424	88	7,128	116	9,396
20,752	87,400	13,984	149,800	23,968	70,300	11,248
--	4	--	6	--	8	--
					1,560	8,034
	2,480	17,608			1,080	7,668
32,277			2,820	24,534	700	6,090
					20	1,300
	48	3,360			18	1,260
5,328			54	3,996	12	888
					20	640
	48	1,632			18	612
2,592			54	1,944	12	432
4,930	145	2,465	105	1,785	130	2,210
870	2	290	3	435	3	435
					400	3,320
					140	770
$141,269		$76,156		$97,336		$79,462

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCH
ESTIMATE OF COST SUBST
BRIDGE EW

Item			Unit 1 (Steel)		
Description	Units	Unit Cost	Quantity	Cost	Quan
Shoring, Cribbing, etc.	Sq. Ft.	2.50	--	--	
Structural Excavation	Cu. Yds.	3.00	--	--	
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	--	--	
Class "A" Concrete (footings)	Cu. Yds.	70.00	--	--	
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	--	--	
Metal Reinforcement	Lbs.	0.16	--	--	
Test Piles	Only	*	--	--	
Furnish 14BP73 Piling	Lin. Ft.	8.70	--	--	
Drive 14BP73 Piling	Lin. Ft.	74.00	--	--	
Splice 14BP73 Piling	Only	36.00	--	--	
8" P.V.C. Pipe	Lin. Ft.	17.00			
Type "B" Inlets	Only	145.00			
Prestress Rods and Anchors	Lbs.	1.25	--	--	
Special Backfill	Cu. Yds.	5.50	--	--	
Total Substructure					

*Incorporated in footings
Quantities for Piers 3 thru 8 are included with WE

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTURE
BRIDGE EW

nit 1 (Steel)		Unit 2 (Concrete)		Unit 3 (Concrete)		Unit 4 (Concrete)	
y	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	--	--	--	1,888	$ 4,720	3,016	$ 7,540
	--	--	--	400	1,000	520	1,300
	--	--	--	78	351	108	486
	--	--	--	27	1,890	146	10,220
	--	--	--	184	14,904	412	33,372
	--	--	--	200,625	32,100	92,425	14,788
	--	--	--	8	--	6	--
	--	--	--	4,240	36,888	3,710	32,277
	--	--	--	98	7,252	83	6,142
	--	--	--	98	3,528	83	2,988
				270	4,590	215	3,655
				2	290	3	435
	--	--	--	--	--	--	--
	--	--	--	--	--	140	770
					$107,513		$113,973

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUPERSTRUCTURE
BRIDGE ES (STEEL UNITS)

Item			Unit 1		Un
Description	Units	Unit Cost	Quantity	Cost	Quantity
Class "A" Concrete (Steel Units)	Cu. Yds	67.00	930	$ 62,310	890
Structural Steel - A441	Lbs.	0.44	909,700	400,268	642,700
Structural Steel - A588	Lbs.	0.46	309,300	142,278	436,200
Structural Steel - Misc. *		0.60	19,090	11,454	10,730
Metal Reinforcement	Lbs.	0.16	331,900	53,104	200,100
Handrail	Lin. Ft.	7.00	872	6,104	1,109
Expansion Joints Type 3	Lin. Ft.	112.00	96	10,752	54
Lighting Conduit (1/4")	Lin. Ft.	1.40	785	1,099	560
Lighting Conduit (3/4")	Lin. Ft.	0.90	60	54	30
Roadway Drain	Only	80.00	4	320	3
Bearing Devices (450T)	Only	1125.00			1
Bearing Devices (550T)	Only	1375.00			2
Bearing Devices (700T)	Only	1750.00			1
Bearing Devices (1000T)	Only	2000.00			
Total Superstructure				$687,743	

*Bearings and Expansion Links
Until 1 Rings and Bearings are included with SE.

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUPERSTRUCTURE
BRIDGE ES (STEEL UNITS)

Unit 1		Unit 2		Unit 3	
antity	Cost	Quantity	Cost	Quantity	Cost
930	$ 62,310	890	$ 59,630	803	$ 53,801
9,700	400,268	642,700	282,788	778,100	342,364
9,300	142,278	436,200	200,652	297,200	136,712
19,090	11,454	10,730	6,438		
1,900	53,104	200,100	32,016	179,900	28,784
872	6,104	1,109	7,763	498	3,486
96	10,752	54	6,048		
785	1,099	560	784	500	700
60	54	30	27		
4	320	3	240	2	160
		1	1,125		
		2	2,750		
		1	1,750		
				1	2,000
	$687,743		$602,011		$568,007

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONG INTERCH
ESTIMATE OF COST SUBST
BRIDGE WE

Item			Unit 1 (Steel)		
Description	Units	Unit Cost	Quantity	Cost	Quan
Shoring, Cribbing, etc.	Sq. Ft.	2.50	5,270	$ 13,175	8
Structural Excavation	Cu. Yds.	3.00	1,632	4,896	1
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	250	1,125	
Class "A" Concrete (footings)	Cu. Yds.	70.00	1,110	77,700	1
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	864	69,984	
Metal Reinforcement	Lbs.	0.16	172,200	27,552	412
Test Piles	Only	*	9	--	
Furnish 10BP42 Piling	Lin. Ft.	5.15	--	--	
Furnish 14BP73 Piling	Lin. Ft.	8.70	5,900	51,330	15
Drive 10BP42 Piling	Only	65.00	--	--	
Drive 14BP73 Piling	Only	74.00	126	9,324	
Splice 10BP42 Piling	Only	32.00	--	--	
Splice 14BP73 Piling	Only	36.00	126	4,536	
8" P.V.C. Pipe	Lin. Ft.	17.00	320	5,440	
Type "B" Inlets	Only	145.00	3	435	
Concrete Slab Riprap	Sq. Yds.	8.30	--	--	
Special Backfill	Cu. Yds.	5.50	--	--	
Total Substructure				$265,497	

*Incorporated in footings
Includes quantities for Piers 3 thru 8

BRIDGE 9268
WEST FREMONG INTERCHANGE
ESTIMATE OF COST SUBSTRUCTURE
BRIDGE WE

1 (Steel)	Unit 2 (Concrete)		Unit 3 (Concrete)		Unit 4 (Concrete)	
Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
$ 13,175	8,070	$ 20,175	1,150	$ 2,875	2,390	$ 5,975
4,896	1,766	5,298	326	978	689	2,067
1,125	270	1,215	74	333	164	738
77,700	1,150	80,500	194	13,580	484	34,580
69,984	528	42,768	87	7,047	74	5,994
27,552	412,300	65,968	47,600	7,616	121,000	19,360
--	12	--	8	--	12	--
--	--	--	--	--	1,280	7,872
51,330	15,100	131,370	2,960	25,752	3,890	33,843
--	--	--	--	--	20	1,300
9,324	317	23,458	64	4,736	88	6,512
--	--	--	--	--	20	640
4,536	317	11,412	64	2,304	88	3,168
5,440	690	11,730	210	3,570	150	2,550
435	4	580	3	435	3	435
--	--	--	--	--	420	
--	--	--	--	--	140	
$265,497		$394,474		$ 69,226		$125,862

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHA
ESTIMATE OF COST SUBSTR
BRIDGE SW

Item			Unit 1		
Description	Units	Unit Cost	Quantity	Cost	Quan
Shoring, Cribbing, etc.	Sq. Ft.	2.50	2,050	$ 5,125	2,
Structural Excavation	Cu. Yds.	3.00	510	1,530	
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	108	486	
Class "A" Concrete (footings)	Cu. Yds.	70.00	346	24,220	
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	533	43,173	
Metal Reinforcement	Lbs.	0.16	130,100	20,816	193,
Test Piles	Only	*	4	--	
Furnish 14BP73 Piling	Lin. Ft.	8.70	3,890	33,843	3,
Drive 14BP73 Piling	Only	74.00	75	5,550	
Splice 14BP73 Piling	Only	36.00	75	2,700	
8" P.V.C. Pipe	Lin. Ft.	17.00	174	2,958	
Type "B" Inlets	Only	145.00	2	290	
Total Substructure				$140,691	

*Incorporated in footings
**Quantities in Unit 1 include Piers 6 & 7

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTURE
BRIDGE SW

Unit 1		Unit 2		Unit 3	
Quantity	Cost	Quantity	Cost	Quantity	Cost
2,050	$ 5,125	2,850	$ 7,125	1,540	$ 3,850
510	1,530	695	2,085	371	1,113
108	486	154	693	102	459
346	24,220	460	32,200	316	22,120
533	43,173	551	44,631	388	31,428
130,100	20,816	193,300	30,928	163,500	26,160
4	--	6	--	4	--
3,890	33,843	3,320	28,884	2,460	21,402
75	5,550	73	5,402	48	3,552
75	2,700	73	2,628	48	1,728
174	2,958	351	5,967	248	4,216
2	290	3	435	2	290
	$140,691		$160,978		$116,318

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCT
BRIDGE WS

Item			Unit 1		
Description	Units	Unit Cost	Quantity	Cost	Quantity
Shoring, Cribbing, etc.	Sq. Ft.	2.50	2,184	$ 5,460	1,978
Structural Excavation	Cu. Yds.	3.00	563	1,689	490
Str. Excav. Below Elev. Shown	Cu. Yds.	4.50	116	522	110
Class "A" Concrete (footings)	Cu. Yds.	70.00	336	23,520	307
Class "A" Conc. (col. and shafts)	Cu. Yds.	81.00	339	27,459	322
Metal Reinforcement	Lbs.	0.16	120,900	19,344	114,600
Test Piles	Only	*	4	--	4
Furnish 14BP73 Piling	Lin. Ft.	8.70	2,660	23,142	2,330
Drive 14BP73 Piling	Only	74.00	48	3,552	45
8" P.V.C. Pipe	Lin. Ft.	17.00	212	3,604	206
Type "B" Inlets	Only	145.00	2	290	
Total Substructure				$108,582	

*Incorporated in footings

BRIDGE 9268
WEST FREMONT INTERCHANGE
ESTIMATE OF COST SUBSTRUCTURE
BRIDGE W5

Unit 1		Unit 2		Unit 3	
Quantity	Cost	Quantity	Cost	Quantity	Cost
2,184	$ 5,460	1,978	$ 4,945	1,944	$ 4,860
563	1,689	490	1,470	483	1,449
116	522	110	495	108	486
336	23,520	307	21,490	300	21,000
339	27,459	322	26,082	287	23,247
120,900	19,344	114,600	18,336	104,000	16,640
4	– –	4	– –	4	– –
2,660	23,142	2,330	20,271	2,630	22,881
48	3,552	45	3,330	50	3,700
212	3,604	206	3,502	189	3,213
2	290	2	290	2	290
	$108,582		$100,211		$97,766

Howard, Needles, Tammen & Bergendoff
September 7, 1968

BRIDGE 9268
WEST FREMONT INTERCHAN
ESTIMATE OF COST SUPERSTR
BRIDGE ES (CONCRETE UN

Item Description	Units	Unit Cost	Unit 4 Quantity	Cost	Quant
Class "A" Concrete (Steel Units)	Cu. Yds.	67.00	--	$ --	
Class "A" Concrete (Conc. Units)	Cu. Yds.	105.00	2,427	254,835	2,
Structural Steel - A440	Lbs.	0.44	--	--	
Structural Steel - A588	Lbs.	0.46	--	--	
Structural Steel Misc. *	Lbs.	0.60	30,700	18,420	33,8
Metal Reinforcement	Lbs.	0.16	1,038,500	166,160	759,4
Handrail	Lin. Ft.	7.00	807	5,649	5
Expansion Joints Type 1	Lin. Ft.	20.00	--	--	
Expansion Joints Type 2	Lin. Ft.	100.00	--	--	
Expansion Joints Type 3	Lin. Ft.	112.00	179	20,048	1
Expansion Joints Type 4	Lin. Ft.	124.00	--	--	
Expansion Joints Type 5	Lin. Ft.	136.00	--	--	
Lighting Conduit (1¼")	Lin. Ft.	1.40	610	854	5
Lighting Conduit (3/4")	Lin. Ft.	0.90	--	--	
Roadway Drain	Only	80.00	4	320	
8" P.V.C. Pipe	Lin. Ft.	17.00	72	1,224	
Bearing Devices (300T)	Only	750.00	--	--	
Bearing Devices (350T)	Only	875.00	--	--	
Bearing Devices (400T)	Only	1,000.00	--	--	
Bearing Devices (450T)	Only	1,125.00	--	--	
Bearing Devices (500T)	Only	1,250.00	--	--	
Bearing Devices (550T)	Only	1,375.00	--	--	
Bearing Devices (600T)	Only	1,500.00	--	--	
Bearing Devices (650T)	Only	1,625.00	--	--	
Bearing Devices (700T)	Only	1,750.00	--	--	
Bearing Devices (1000T)	Only	2,000.00	--	--	
Bearing Devices (1700T)	Only	3,400.00	--	--	
Total Superstructure				$467,510	

*Bearings and Expansion Links

BRIDGE 9268
WEST FREMONT INTERCHANGE
STIMATE OF COST SUPERSTRUCTURE
BRIDGE ES (CONCRETE UNITS)

4	Unit 5		Unit 6		Unit 7	
Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
$ --	--	$ --	--	$ --	--	$ --
254,835	2,137	224,385	2,514	263,970	1,576	165,480
--	--	--	--	--	--	--
--	--	--	--	--	--	--
18,420	33,880	20,328	30,340	18,204	14,200	8,520
166,160	759,400	121,504	894,700	143,152	727,600	116,416
5,649	544	3,808	816	5,712	697	4,879
--	--	--	--	--	--	--
--	--	--	--	--	--	--
20,048	163	18,256	140	15,680	64	7,168
--	--	--	--	--	--	--
--	--	--	--	--	--	--
854	550	770	820	1,148	700	980
--	--	--	--	--	--	--
320	2	160	3	240	3	240
1,224	38	646	56	952	51	867
--	--	--	--	--	--	--
--	--	--	--	--	--	--
--	--	--	--	--	--	--
--	--	--	--	--	--	--
--	--	--	--	--	--	--
--	--	--	--	--	--	--
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--	--	--	--	--	--	--
--	--	--	--	--	--	--
--	--	--	--	--	--	--
$467,510		$389,857		$449,058		$304,550

Howard, Needles, Tammen & Bergendoff
September 7, 1968

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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1968
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I-405-8(20) 363
7214

September 4, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: Sewer Conflict with Piers Nos. 1, 2 and 4
West Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 9268

Gentlemen:

Pursuant to our telephone conversation regarding subject, we are attaching one print of a map and profile showing the pier conflict with the 48" concrete sewer, and Xeroxed prints of the plan and elevation showing Pier No. 2 with the details of the 3'2" by 5'6" monolithic tunnel conflict.

As suggested in the telephone conversation, the 48" concrete sewer conflict can be bridged over by revising the footings of Piers Nos. 1 and 3. Pier No. 2 footing should be revised so as to protect the monolithic tunnel. The 15" V sewer pipe, which runs through the footing, will be rerouted to clear the footing.

These changes should be made and submitted to us as soon as practical in order that we may review them along with the rest of the drawings.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson

NOTED
TOM EDWARDS

RECEIVED
SEP 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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ERNEST E. HOWARD
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1908 - 1961

August 30, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 11-1927-11-12-23 Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 9 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 8/29/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 8/29/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

Invoice No. 11-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)			$ 0.00

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00		
Complete at 8/29/68	50.2%		
Amount Earned		$ 557,722.00	
Less 10% Retainage		55,772.20	
		501,949.80	
Less Previously Submitted		440,955.90	
Total Design and Working Drawings			60,993.90
Amount Due This Invoice			$ 60,993.90

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By______________________

Ivan V Merchant

26-1973-906

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 0 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 74

Week Ending 9-5-68

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Complet
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION					
1. Boring Sub-Contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS					
1. Architectural	30.0	0.1	0.0		
2. Structure Design	60.0	18.7	11.2		
3. Structure Plans	49.5	75.3	37.3		
4. Highway Plans	50	3.0	1.5		
5. Electrical Plans	52.0	2.0	1.0		
6. Special Provisions	65	0.9	0.6		
SEGMENT TOTAL		100.0	51.6	83.3	42.98
D. SHOP DRAWING REVIEW		100.0	0	6.4	0
JOB TOTAL				100.0	53.28

% COMPLETE TOTAL 53.28

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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I-405-8(2)303
7214

xpcc

August 26, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: Footing and Street Conflicts
East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Gentlemen:

On July 31, 1968, we sent you information which our Metropolitan Division found showing columns which would conflict with the sidewalks and/or streets.

We are attaching a further list of possible conflicts which columns of the East Fremont Interchange would make with existing utilities. In order to determine the effect of these columns and footings on these utilities, which are located in the streets and on the permanent location of sidewalks, it is requested that footing sizes, centerline stations and offsets be sent to us as soon as possible.

We have attached 2 Xeroxed sheets on which we have listed the piers which have critical column locations.

Will you please forward the desired dimensions as soon as they are available.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson

RECEIVED
AUG 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
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7214

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 26, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: Signing Plans
West Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 9268

Gentlemen:

This is in reply to your letter of July 8, 1968, regarding the signing at the ramps to 21st Avenue.

Upon receipt of your letter, we requested that our Metropolitan Division make a plan of the alignment of the approaches from 21st Avenue and the ends of the structure.

We are attaching one print of their plan, as well as the supporting co-ordinate calculations. Upon study of this plan and the span length shown on your sheet number 208, it looks like the spans may have to be altered to fit at the proposed locations.

In the letter of transmittal from the Metropolitan Division, (a copy of which is attached, they suggest that the sign bridge containing signs numbers 6 and 7 be moved from WE Station 389+40 to WE Station 388+50, which would be on the structure. This move is logical and should be done.

With regard to the use of cantilever sign supports of the tri-chord shape - it was not our intention to use tri-chord sign supports on any cantilever type sign support which does not require more than a single plane truss. Our thought was that those cantilever supports which were of some length and would require 4 chords for stability should follow the tri-chord pattern.

Very truly yours,
ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson
L. L. Wallace

NOTED
TOM EDWARDS

RECEIVED
AUG 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

A

AUG 16 1968

FOR FILING

I-405-8(30) 3 3

7214

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
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THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

August 12, 1968

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

PROJECT: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We have received and wish to thank you for your check in the amount of $63,993.60 in payment of Invoice No. 10-1927-11-12-23 for engineering services in connection with the above subject project.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL:jeh

cc: M. J. Kopetz

NOTED
R. L. FORTER

Orig to Maison 8-16-68

RECEIVED
AUG 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64106
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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JAMES P. EXUM
ELLIS E. PAUL
THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1909 - 1961

July 27, 1968

REFERRED TO
Maison
BY DEPUTY STATE HIGHWAY ENGINEER
7-31

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

PROJECT: Fremont Bridge Approaches
Portland, Oregon

Dear Sir:

We enclose four copies of our Invoice No. 10-1927-11-12-23 for engineering services in connection with the design and construction plans for the Fremont Bridge Approaches.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL:jeh

Enclosures

cc: M. J. Kopetz

Orig to Maison

RECEIVED
JUL 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

July 27, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 10-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 7/25/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 7/25/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

Amount Due - (Brought Forward)			$ 0.00

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00		
Complete at 7/25/68	44.1%		
Amount Earned		$ 489,951.00	
Less 10% Retainage		48,995.10	
		440,955.90	
Less Previously Submitted		376,962.30	
Total Design and Working Drawings			63,993.60
Amount Due This Invoice			$ 63,993.60

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Paul L Heineman

AUG 14 1968

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
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THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

I-405-8(20)303
7214

A

August 3, 1968

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 93310

Re: West Fremont Interchange
Bridge No. 9268

Dear Sir:

We are transmitting for your review and comment, seven sets of review plans for the West Fremont Interchange.

As was discussed with you previously, these plans are being submitted in advance of 100 per cent completion in order to give more time for review. Many of the drawings have been checked but some are unchecked or are lacking minor details; all should be adequate for review and coordination of related plans. Also submitted is a list of pay items for your comments.

Several items affecting the plans are not resolved at this time and the reviewers should take these into consideration. The special bearings we proposed are under consideration by the BPR. We have not shown any details of these. The final tracings will include drawings of these or substitute special bearing designs subject to the State's decision. The sign supports at the 21st. Avenue ramps are based on assumed ramp alignment and will be revised when the ramp alignment is established. We have not shown a detail for the transition from wingwall parapet to guardrail; it is our understanding this detail is being developed by the State and will be added later.

Due to the short time scheduled for submittal of final tracings, as discussed with you on previous occasions, we are continuing with the checking and processing of these plans during

NOTED
TOM EDWARDS

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

the time of your review. We will then be able to submit final tracings, quantities, and special provisions shortly after receipt of review comments, depending on the extent of adjustments required.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

JS:mh

cc: Mr. Frank Bleistein

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BRIDGE 9268
WEST FREMONT INTERCHANGE

TENTATIVE LIST OF PAY ITEMS
FOR
REVIEW AND COMMENT

STRUCTURES

No.	Item	Units
101	Shoring, Cribbing, etc.	Lump Sum
102	Structural Excavation	Cu. Yds.
103	Structural Excavation Below Elevation Shown	Cu. Yds.
104	Special Backfill	Cu. Yds.
105	Test Piles	Only
106	Furnish 10BP42 Steel Piling	Lin. Ft.
107	Drive 10BP42 Steel Piles	Only
108	Splice 10BP42 Steel Piles	Only
109	Furnish 12BP53 Steel Piling	Lin. Ft.
110	Drive 12BP53 Piles	Only
111	Splice 12BP53 Piles	Only
112	Furnish 14BP73 Steel Piling	Lin. Ft.
113	Drive 14BP73 Piles	Only
114	Splice 14BP73 Piles	Only
115	Class A Concrete	Lump Sum
116	Metal Reinforcement	Lump Sum
117	Structural Steel	Lump Sum
118	Bridge Expansion Joint Type 1	Lin. Ft.
119	Bridge Expansion Joint Type 2	Lin. Ft.
120	Bridge Expansion Joint Type 3	Lin. Ft.
121	Bridge Expansion Joint Type 4	Lin. Ft.
122	Metal Parapet Railing, Single Pipe	Lin. Ft.
123	8" Polyvinal Chloride Pipe	Lin. Ft.
124	Concrete Slab Riprap	Sq. Yd.
125	Electrical Conduits, Junction Boxes and Fixtures	Lump Sum

RETAINING WALLS

126	Shoring, Cribbing, Etc.	Lump Sum
127	Structural Excavation	Cu. Yds.
128	Structural Excavation Below Elevation Shown	Cu. Yds.
129	Special Backfill	Cu. Yds.
130	Test Piles	Only
131	Furnish 10BP42 Steel Piling	Lin. Ft.
132	Drive 10BP42 Piles	Only
133	Splice 10BP42 Piles	Only
134	Class A Concrete	Cu. Yds.
135	Metal Reinforcement	Lbs.
136	Metal Parapet Railing, Single Pipe	Lin. Ft.
137	8" Perforated Drain Pipe	Lin. Ft.

SIGNING

No.	Item	Units
138	Sign Support Footings	Lump Sum
139	Pipe Sign Posts	Lump Sum
140	Single Sign Support	Lump Sum
141	Luminaire Mounts	Lump Sum
142	Str. Mounts-Control Signs	Lump Sum
143	Structure Mounts-Guide Signs	Lump Sum
144	Cantilever Sign Structures	Lump Sum
145	Sign Bridge Structure	Lump Sum
146	Sign Illumination Equipment	Lump Sum
147	Painted Wood Sign Posts	Lump Sum
148	Type A Signs in Place	Sq. Ft.

BRIDGE 9268
WEST FREMONT INTERCHANGE

TENTATIVE LIST OF PAY ITEMS
FOR
REVIEW AND COMMENT

STRUCTURES

No.	Item	Units
101	Shoring, Cribbing, etc.	Lump Sum
102	Structural Excavation	Cu. Yds.
103	Structural Excavation Below Elevation Shown	Cu. Yds.
104	Special Backfill	Cu. Yds.
105	Test Piles	Only
106	Furnish 10BP42 Steel Piling	Lin. Ft.
107	Drive 10BP42 Steel Piles	Only
108	Splice 10BP42 Steel Piles	Only
109	Furnish 12BP53 Steel Piling	Lin. Ft.
110	Drive 12BP53 Piles	Only
111	Splice 12BP53 Piles	Only
112	Furnish 14BP73 Steel Piling	Lin. Ft.
113	Drive 14BP73 Piles	Only
114	Splice 14BP73 Piles	Only
115	Class A Concrete	Lump Sum
116	Metal Reinforcement	Lump Sum
117	Structural Steel	Lump Sum
118	Bridge Expansion Joint Type 1	Lin. Ft.
119	Bridge Expansion Joint Type 2	Lin. Ft.
120	Bridge Expansion Joint Type 3	Lin. Ft.
121	Bridge Expansion Joint Type 4	Lin. Ft.
122	Metal Parapet Railing, Single Pipe	Lin. Ft.
123	8" Polyvinal Chloride Pipe	Lin. Ft.
124	Concrete Slab Riprap	Sq. Yd.
125	Electrical Conduits, Junction Boxes and Fixtures	Lump Sum

RETAINING WALLS

No.	Item	Units
126	Shoring, Cribbing, Etc.	Lump Sum
127	Structural Excavation	Cu. Yds.
128	Structural Excavation Below Elevation Shown	Cu. Yds.
129	Special Backfill	Cu. Yds.
130	Test Piles	Only
131	Furnish 10BP42 Steel Piling	Lin. Ft.
132	Drive 10BP42 Piles	Only
133	Splice 10BP42 Piles	Only
134	Class A Concrete	Cu. Yds.
135	Metal Reinforcement	Lbs.
136	Metal Parapet Railing, Single Pipe	Lin. Ft.
137	8" Perforated Drain Pipe	Lin. Ft.

SIGNING

No.	Item	Units
138	Sign Support Footings	Lump Sum
139	Pipe Sign Posts	Lump Sum
140	Single Sign Support	Lump Sum
141	Luminaire Mounts	Lump Sum
142	Str. Mounts-Control Signs	Lump Sum
143	Structure Mounts-Guide Signs	Lump Sum
144	Cantilever Sign Structures	Lump Sum
145	Sign Bridge Structure	Lump Sum
146	Sign Illumination Equipment	Lump Sum
147	Painted Wood Sign Posts	Lump Sum
148	Type A Signs in Place	Sq. Ft.

BRIDGE 9268
WEST FREMONT INTERCHANGE

TENTATIVE LIST OF PAY ITEMS
FOR
REVIEW AND COMMENT

STRUCTURES

No.	Item	Units
101	Shoring, Cribbing, etc.	Lump Sum
102	Structural Excavation	Cu. Yds.
103	Structural Excavation Below Elevation Shown	Cu. Yds.
104	Special Backfill	Cu. Yds.
105	Test Piles	Only
106	Furnish 10BP42 Steel Piling	Lin. Ft.
107	Drive 10BP42 Steel Piles	Only
108	Splice 10BP42 Steel Piles	Only
109	Furnish 12BP53 Steel Piling	Lin. Ft.
110	Drive 12BP53 Piles	Only
111	Splice 12BP53 Piles	Only
112	Furnish 14BP73 Steel Piling	Lin. Ft.
113	Drive 14BP73 Piles	Only
114	Splice 14BP73 Piles	Only
115	Class A Concrete	Lump Sum
116	Metal Reinforcement	Lump Sum
117	Structural Steel	Lump Sum
118	Bridge Expansion Joint Type 1	Lin. Ft.
119	Bridge Expansion Joint Type 2	Lin. Ft.
120	Bridge Expansion Joint Type 3	Lin. Ft.
121	Bridge Expansion Joint Type 4	Lin. Ft.
122	Metal Parapet Railing, Single Pipe	Lin. Ft.
123	8" Polyvinal Chloride Pipe	Lin. Ft.
124	Concrete Slab Riprap	Sq. Yd.
125	Electrical Conduits, Junction Boxes and Fixtures	Lump Sum

RETAINING WALLS

No.	Item	Units
126	Shoring, Cribbing, Etc.	Lump Sum
127	Structural Excavation	Cu. Yds.
128	Structural Excavation Below Elevation Shown	Cu. Yds.
129	Special Backfill	Cu. Yds.
130	Test Piles	Only
131	Furnish 10BP42 Steel Piling	Lin. Ft.
132	Drive 10BP42 Piles	Only
133	Splice 10BP42 Piles	Only
134	Class A Concrete	Cu. Yds.
135	Metal Reinforcement	Lbs.
136	Metal Parapet Railing, Single Pipe	Lin. Ft.
137	8" Perforated Drain Pipe	Lin. Ft.

SIGNING

No.	Item	Units
138	Sign Support Footings	Lump Sum
139	Pipe Sign Posts	Lump Sum
140	Single Sign Support	Lump Sum
141	Luminaire Mounts	Lump Sum
142	Str. Mounts-Control Signs	Lump Sum
143	Structure Mounts-Guide Signs	Lump Sum
144	Cantilever Sign Structures	Lump Sum
145	Sign Bridge Structure	Lump Sum
146	Sign Illumination Equipment	Lump Sum
147	Painted Wood Sign Posts	Lump Sum
148	Type A Signs in Place	Sq. Ft.

RECEIVED
AUG 8 - 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8([illegible])33
7214

x NCC

August 2, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: E. & W. Fremont Interchanges
Bridge No. 9268 and 8958

Gentlemen:

Reference is made to your request to use the "Rota" bearing, which has been used by the Ontario Highway Department and elsewhere in the Eastern part of the United States.

At the time of your request, we told you we would look into the feasibility of its use. We have inquired of the Bureau of Public Roads as to their experience with this bearing and if we had their approval to use it.

The attached letter from R. E. Simpson, Division Engineer, states that we have their approval for the use of this bearing on a semi-experimental basis. We therefore authorize the use of this type of bearing on the subject structures.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachment

cc: Tom Edwards

NOTED
TOM EDWARDS
Approved ....
....
Asst. State Hwy. Engr.

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

1

Form PR-2 (5-67)

RECEIVED
AUG 5 - 1968

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 31, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches

Reference is made to Mr. Merchant's letter of July 9, 1968 regarding the proposed use of the Rota bearings for support of some of the steel box girders of the Fremont Bridge approaches.

Our Washington office has previously approved this bearing on an experimental basis for use on a curved pedestrian box girder structure in New York. However, construction has not progressed to the point where its performance can be evaluated. The Bureau will therefore approve the use of the Rota bearing on this project on a semi-experimental basis. The performance of the bearings should be monitored and a report submitted to us soon after completion and again after a year of service. Further reporting would then be dependent upon the observed performance.

Copy - Merchant
Young
8-2-68

NOTED
TOM EDWARDS

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 10M 6-67

RECEIVED
JUL 17 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON MEMBER
PORTLAND
FRED W[illegible] MEMBER
HELIX

T-405-8(20) 303

7214

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 15, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Gentlemen:

Please refer to your letter of July 8, 1968, regarding subject.

We are attaching mylar copies of our standard sheets for Type III and IV Precast, Prestressed Concrete Girders, which require only the dimensions pertinent to the designed girder to be entered in the table provided for that purpose.

As you have probably noted on the set of plans for the present structure "A", the deck is poured continuous over three spans; thus eliminating several deck joints. The girders and deck are designed as simple spans for both dead and live loads, then the deck over the joint is reinforced sufficiently to spread the stress over about 7'6" each side of the joint; thus reducing any cracking over the joint to that of fine hair cracks.

In order that the surface of the widened section of the bridge remain at the same elevation as that of the existing portion, it is our recommendation that the prestressed girders be cast at least 60 days prior to their use in the structure. This being done so that the larger portion of the concrete shrinkage may take place before the pouring of the new deck, this delayed erection should be specifically stated on the appropriate drawings and in the specifications.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

NOTED
TOM EDWARDS

TCR:jr
Attachments

cc: Tom Edwards

RECEIVED
JUL 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 - 1968
FOR FILE

I-405-8(20)363
7214

July 2, 1968

Mr. Josef Sorkin
Howard, Needles, Tammen and Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Re: Signs and Sign Structures
East and West Fremont
Interchanges
Stadium Freeway
Multnomah County
Bridges No. 8958 and 9268

Dear Sir:

On review of the signing plan which you submitted, we found that due to the changes made in the geometry and bent locations since the original locations were checked, it was necessary to adjust the locations of practically all of the signs. The new locations are shown on the attached plans (a copy of which was given to Jack Kopetz last Friday when he was in this office). In addition, we have made the following changes:

For northbound I-405 traffic on the lower deck of the Fremont Bridge, the design is for four lanes approaching the one-lane left-hand off-ramp for I-5 South and four lanes continuing through. Due to the restricted visibility of the lower deck, the number of lanes and the fact that the exit ramp is on the left, we have added a break point for this exit. It was necessary to add an additional down arrow to the "FREMONT-IVY STS." sign at the gore, since four lanes are being carried through on the new design.

For southbound traffic on I-405 approaching from the Fremont-Ivy Couplet, the roadway has been changed to a two-lane cross section with one-lane exit ramps for I-5 North and I-5 South. Because of this, we have eliminated one of the down arrows on the advance lane control sign, changed the down arrow for the I-5 North off-ramp sign to an upward pointing "slaunch" arrow and added an "EXIT" sign at the gore. For the I-5 South exit ramp, we have moved the signs so that they can be installed on structure mounts attached to the NE line structure.

For northbound traffic on I-5, the Fremont exit ramp sign has been previously lengthened to 29 feet. We have indicated this on your plans. In addition, we have added an "EXIT" sign for the off-ramp in order to better delineate the gore. An "EXIT" sign has also been added to the gores for both the northbound I-5 off-ramp split and the southbound I-5 off-ramp split -- again to better delineate the gores.

In regard to the sign supports, it was decided to use a 3-chord aluminum structure similar to the design structure on Pfaff and Kendall Drawings No. G-42024 through G-42031, which were made up as standards for the Commonwealth of Massachusetts (copies of which were given to Jack Kopetz during our meeting with him here). During our meeting with Mr. Kopetz, we explained that we had studied the designs submitted with your letter of May 16, 68, and had discarded them in favor of the design mentioned above.

It will be necessary to design the cantilever supports, using the 3-chord type of design, in order that they may correspond with that of the sign bridges.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
F. B. Crandall

TCR:jr ja

I-405-8(20) HOWARD, NEEDLES, TAMMEN & 1966
303 BERGENDOFF
#7214 Fremont Br. Approach Folder #1

CYA 3299

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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1908 - 1961

June 21, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 8-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS			
Engineering Fee	$ 64,000.00		
Complete at 6/20/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00
FOUNDATION INVESTIGATION AND REPORT			
a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 6/20/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

Invoice No. 8-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)			$ 0.00

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00		
Complete at 6/20/68	37.7%		
Amount Earned		$ 418,847.00	
Less 10% Retainage		41,884.70	
		376,962.30	
Less Previously Submitted		333,966.60	
Total Design and Working Drawings			$ 42,995.70
Amount Due This Invoice			$ 42,995.70

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

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1908 - 1961

June 21, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 9-1927-X-1

For engineering services in connection with the revised shoulder width changes of the preliminary plans for the East and West Approaches of the Fremont Bridge in accordance with Supplemental Agreement No. 1 dated the 12th day of December, 1967, which supplements Agreement dated the 14th day of March, 1967:

ENGINEERING FEE:	$ 20,000.00		
Complete at 6/20/68	95.0%		
Amount Earned		$ 19,000.00	
Less 10% Retainage		1,900.00	
		17,100.00	
Less Previously Submitted		7,074.00	
Amount Due This Invoice			10,026.00

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Paul L Heineman

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

RECEIVED
JUN 24 1968

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | **HNTB**
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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CABLE: HOWARDNEED KANSASCITY

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

-405-8(20)303
7214

June 19, 1968

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

PROJECT: Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Cooper:

We have received and wish to thank you for your check in the amount of $108,989.10 in payment of our Invoice No. 7-1927-11-12-23 for engineering services in connection with the design and construction plans for the Fremont Bridge Approaches.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL:lys

cc: M. J. Kopetz

Copy to Mason 6-24-68

NOTED
R. L. PORTER

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1968

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID [illegible] SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-5(30)303
7214

June 18, 1968

Spec.

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Gentlemen:

In reply to your letter of May 3, 1968, regarding the location of Pier 8 - we have made a field check of the location of the pier footings in relation to the 96" sewer and by using the information acquired from you regarding the location and size of footings, and that obtained through the field location of the sewer, we have drawn a plan showing the relationship between the two.

As explained in a letter from Edward L. Hardt, Assistant Metropolitan Engineer (copy of which is attached), one corner of the right footing falls within 2' of the edge of the sewer line. We recommend that the footing be turned or the corner adjusted so that more clearance can be obtained in that area.

We are attaching 2 prints of the above-mentioned plan for your information.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

By ORIGINAL SIGNED
Theo. C. [illegible]
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
A. E. Johnson

RECEIVED
JUN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 1 [illegible]
FOR FILING

I-405-8(30)303
7214

Spec.

June 17, 1968

Mr. Josef Sorkin
Howard, Needles, Tammen
and Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Re: East Fremont Interchange
Stadium Freeway
Multnomah County
Bridge No. 8958

Dear Sir:

We have reviewed the preliminary plans and profiles for the subject structure, which we received from you on May 29.

We agree in principle with the plans and profiles; however, upon a rough check of the clearances between the deck and bottom of the beams, we have found at least one point that has a clearance of 15.53 feet. This occurs between the EW and WE lines near Pier No. 8. It is our desire that the minimum clearances from curb to bottom of structure be 16'0" and from the stripe line or the outside edge of the outside lane be 17'0".

We are continuing to check such points of clearances and other features of the structure and will keep you informed of anything which should be specifically rechecked by your organization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

TCR:jr ja

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
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1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
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May 27, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 7-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 5/23/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 5/23/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Invoice No. 7-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)			$ 0.00
DESIGN AND WORKING DRAWINGS			
Engineering Fee:	$ 1,111,000.00		
Complete at 5/23/68	33.4%		
Amount Earned		$ 371,074.00	
Less 10% Retainage		37,107.40	
		333,966.60	
Less Previously Submitted		224,977.50	
Total Design and Working Drawings			108,989.10
Amount Due This Invoice			$ 108,989.10

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By R. N. Bergendoff

MAY 29 1968

F-405-8(20)303
7314

Spec.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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1903 - 1953
HENRY C. TAMMEN
1908 - 1961

May 21, 1968

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 93310

Re: East Fremont Interchange
Bridge No. 8958

Dear Mr. Edwards:

We are transmitting herewith for your review and comments, five sets of the following revised preliminary plans for the East Fremont Interchange:

1. Preliminary Plans - 41 sheets
2. Revised Profile Grades - 5 sheets
3. Revised Horizontal Alignment (WE, NW, and NE) - 3 sheets

These plans have been revised to reflect the shoulder width changes shown on the prints sent with your letter of August 18, 1967. Some minor adjustment of column locations was required to obtain clearances and to maintain balanced span lengths.

All profile grades were revised to provide required vertical clearances. Extensive studies were made to improve the rolling in the vertical alignment; we believe the profiles submitted give the best overall solution short of a major change in the interchange horizontal geometry or a sacrifice of standards for vertical alignment. With the rigid controls imposed by the existing structure, by the terrain, and by the main river bridge, the profiles submitted are very similar to the original profiles made by the State.

The horizontal alignment of WE was revised slightly to permit some improvement in the vertical alignment. The northern portion of NW and NE was shifted to provide for the wider shoulder without affecting the existing retaining walls.

Copy Ivan 5-27-68

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

The revised typical cross section sheets were previously submitted but are included for convenience of the reviewers. The perspective drawings, underbridge treatment, signing plans, and soil profile drawings were not revised but are included for convenience to complete the plans. Similarly, Drawings 27A and 29A covering the portion of the interchange in the vicinity of the Union Pacific R.R. yards are included. It should be noted that none of the pier locations in this area have been changed. The other drawings have been revised as follows:

Sheet 27 - General Plan - Redrawn.
Sheet 28 - Curve Data - Revised for alignment changes.
Sheets 31-34 - Pier elevations - Sheet 31 revised, Sheets 32-34 were redrawn.
Sheets 35-45 - Bridge elevations - Revised span lengths, elevations and stations. Sheets 36, 37, 41 and 44 were completely redrawn.
Sheets 46-49 - Structure "A" widening. Sheet 46 revised, Sheet 46A added, Sheets 47-49 completely revised.
Sheets 54-55 - Lighting layout - Revised for alignment changes, nose shifts, and lighting criteria changes.

If additional prints or further information is required, please let us know.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

JS:mh
cc: Mr. F. E. Bleistein

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APR 23 1968
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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1908 - 1961

I-405-8(20)303
7214

April 19, 1968

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Cooper:

We have received and wish to thank you for your check in the amount of $109,989.00 in payment of our Invoice No. 6-1927-23 for engineering services in connection with the design and construction plans for the Fremont Bridge Approaches.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

Copy: Edwards
Mason
4-22-68

RECEIVED
APR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

FORM 2-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(20)303
7214

April 12, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Josef Sorkin

Subject: East and West Fremont Interchanges
Bridge Nos. 8958 & 9268
Interstate 405

Gentlemen:

This is to confirm the recent telephone conversation with Mr. Kopetz regarding superstructure design calculations for unit 1-EW submitted with your letter of February 23. I am enclosing a copy of a memorandum from the Bureau of Public Roads dated April 3, finding that the design criteria used is satisfactory as proposed.

In our telephone conversation with Mr. Kopetz, several items were mentioned which we believe are worthy of further consideration; the first being the apparent excessive number of transverse web stiffeners. It was agreed that the web stiffeners would be reviewed to provide the optimum web thickness and transverse web stiffener spacing.

It was noted in the details that there was as much as 1-1/8" difference in thickness of flange material at a flange splice. It is our belief that a maximum difference in flange material of 1/2" should be used in order that the change in moment of inertia would be held to a reasonable value. Our office practice limits the change in thickness at a splice to 3/8". Insofar as possible, our office practice is to limit the location of tension flange splices to a point at which the primary stress is 85% of the allowable. This we believe is a good design criteria and should be adhered to unless it requires excessively long flange plates.

It is noted in the superstructure design calculations that no dead load, grade line or shrinkage cambers were included. We presume that this will be included during the final phase of the plan preparation.

NOTED
TOM EDWARDS

OFFICE OF

A discussion was also held regarding the detail on page 71 of the design calculations, which requires transverse welds across the tension flange of the box girders. This was to be the subject of further study by your office.

I am enclosing one print each of three unnumbered plans of the East and West Fremont Interchanges, which indicate the availability of and the supplier of electric power. These were recently furnished to Parsons, Brinckerhoff, Quade & Douglas for their use in providing electric power on the main spans and are sent you for your information.

A copy of the request letter from Parsons, Brinckerhoff, Quade & Douglas and our letter of transmittal of this material to them is also enclosed for your information.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Tom Edwards

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS

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HENRY C. TAMMEN
1906 - 1961

March 29, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 6-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 3/28/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 3/28/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Invoice No. 6-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)			$ 0.00

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00		
Complete at 3/28/68	22.5%		
Amount Earned		$ 249,975.00	
Less 10% Retainage		24,997.50	
		224,977.50	
Less Previously Submitted		114,988.50	
Total Design and Working Drawings			109,989.00
Amount Due This Invoice			$ 109,989.00

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By

MAR 29 1968
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
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THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

I-405-8(20)303

7214

March 25, 1968

[illegible]
cc Mason 3.28
copy - [illegible] 3-28-68

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Cooper:

We have received and wish to thank you for your check in the amount of $122,062.50 in payment of our Invoice Nos. 4-1927-11-12-23 and 5-1927-X-1 for engineering services in connection with the design and construction plans for the Fremont Bridge Approaches.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln
K. T. Lincoln
Controller

KTL/blw

cc: M. J. Kopetz

NOTED
TOM EDWARDS

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TOM EDWARDS

RECEIVED
MAR 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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I-405-8(20)303
7214

March 18, 1968

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: E. & W. Fremont Bridge Interchanges,
I-405, Bridge No's. 8958 & 9268

Dear Ivan:

As you requested, the following approximate quantities have been estimated from our preliminary plan studies:

	EAST I/C	WEST I/C	TOTAL
Bridge Area		60%	
Concrete Boxes	15% 87,000 Sq.Ft.	408,000 Sq.Ft.	495,000 Sq.Ft.
Steel Boxes	85% 555,000	280,000 40%	835,000
Total	642,000 Sq.Ft.	688,000 Sq.Ft.	1,330,000 Sq.Ft. 25.00/□' ave.
Structural Steel			
A441	8,300 Tons	4,200 Tons	12,500 Tons
A 36	2,800 Tons	1,400 Tons	4,200 Tons
Total	11,100 Tons	5,600 Tons	16,700 Tons
Superstructure Concrete			
Concrete Bridges	6,000 Cu.Yds.	29,000 Cu.Yds.	35,000 Cu.Yds.
Steel Bridges	13,500	6,500	20,000
Total	19,500 Cu.Yds.	35,000 Cu.Yds.	55,000 Cu.Yds.
Substructure Concrete			
Concrete Bridges	3,500 Cu.Yds.	16,500 Cu.Yds.	20,000 Cu.Yds.
Steel Bridges	28,000	14,000	42,000
Total	31,500 Cu.Yds.	30,500 Cu.Yds.	62,000 Cu.Yds.
			117,000 c.y. tot.

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It should be understood these figures are approximate only. The quantities were calculated from the preliminary estimate which was partly on a dollars-per-square-foot basis. The above figures have been adjusted to reflect the widened shoulders. It is believed the figures will serve to give an idea of the magnitude of the project which I understand is the purpose for which you wanted them.

Good luck on your presentation; wish I could be there for it.

Yours very truly,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

MJK:mh

HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
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1906 - 1961

February 26, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 4-1927-11-12-23

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for East and West approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee	$ 64,000.00		
Complete at 1/18/68	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previously Submitted		57,600.00	
Total Preliminary Plans			$ 0.00

FOUNDATION INVESTIGATION AND REPORT

a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 1/18/68	100%		
Amount Earned		$ 24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previously Submitted		21,600.00	
Total Foundation Investigation and Report			0.00
Amount Due - (Carried Forward)			$ 0.00

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Invoice No. 4-1927-11-12-23
Page No. 2

Oregon State Highway Commission

Amount Due - (Brought Forward)			$ 0.00

DESIGN AND WORKING DRAWINGS

Engineering Fee:	$ 1,111,000.00	[illegible]	
Complete at 1/18/68	11.5%		
Amount Earned		$ 127,765.00	
Less 10% Retainage		12,776.50	
		114,988.50	
Less Previously Submitted		0.00	
Total Design and Working Drawings			114,988.50
Amount Due This Invoice			$ 114,988.50

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By R. N. Bergendoff

Ivan V. Merchant

26 - 1973 - 906

FREMONT BRIDGE APPROACHES
Weekly Progress Report

Report No. 46

Week Ending 2-22-68

ITEM		SEGMENT		JOB	
	% Item	Value	% Complete	Value	% Complet
A. PRELIMINARY PLANS					
1. Architectural	100	23.8	23.8		
2. Design & Cost Estimates	100	27.4	27.4		
3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION					
1. Boring Sub-Contract	100	75.0	75.0		
2. Field Inspection	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS					
1. Architectural		0.1			
2. Structure Design	24.0	18.7	4.5		
3. Structure Plans	14.9	75.3	11.2		
4. Highway Plans		3.0			
5. Electrical Plans		2.0			
6. Special Provisions		0.9			
SEGMENT TOTAL		100.0	16.7	83.3	13.91
D. SHOP DRAWING REVIEW		100.0	0	6.4	0
JOB TOTAL				100.0	24.21

% COMPLETE TOTAL 24.21

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I-405-8(36)

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1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64106
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1908 - 1961

February 26, 1968

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 5-1927-X-1

For engineering services in connection with the revised shoulder width changes of the preliminary plans for the East and West Approaches of the Fremont Bridge in accordance with Supplemental Agreement No. 1 dated the 12th day of December, 1967, which supplements Agreement dated the 14th day of March, 1967.

ENGINEERING FEE:	$ 20,000.00	
Complete at 1/19/68	39.3%	
Amount Earned		$ 7,860.00
Less 10% Retainage		786.00
		7,074.00
Less Previously Submitted		0.00
Amount Due This Invoice		$ 7,074.00

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By R. N. Bergendoff

Ivan Merchant

26-1973-906

Orig + 2 copies
to Maison
3-6-68

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TOM EDWARDS

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FEB 21 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(20)303
7214

February 19, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kepetz

Subject: Fremont Bridge Approaches
Bridge No. 9268
Preliminary Lighting Plans

Gentlemen:

By letter of January 31, you submitted 3 prints of the lighting layout drawing, Sheets No. 52 and 53, for the West Fremont Approach, together with 2 copies of a memorandum from your electrical department regarding the lighting details.

By a previous letter, you had been informed that the Bureau of Public Roads had put a limit on the initially installed light intensity of 2 f.c. This lighting intensity is to apply throughout the project on both the upper and lower roadways without regard for any additional lighting for policing purposes.

Our Traffic Department has studied the specifications for the luminaires in the light of the objections raised by the Bureau of Public Roads as to glare, and have determined the proposed 400 watt unit exceeds our specifications for standard mercury vapor units and is therefore satisfactory.

I believe the above should permit you to proceed with the finalization of the lighting as proposed on your sheets 52 and 53 and the above comments on intensity.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards
Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101
Attn: F. E. Bleistein

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TOM EDWARDS

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FEB 20 1968
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FORM E-123X 80M 7-65

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PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FOR FILING

I-405-8(20)303
7214

February 9, 1968

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jack Kopetz

Subject: West Fremont Bridge Approach
Bridge No. 9268

Gentlemen:

Please refer to your letter of January 19, requesting certain material on the subject project.

Enclosed please find 2 prints each of Drawings Nos. S-296, A-79 and 2070. An additional standard drawing is also enclosed, which I believe is more appropriate for your use than drawing S-296. A copy of a letter dated January 18, to the Highway Coordinator, City of Portland, is also enclosed regarding street closures and construction clearances. This material will be sent you as soon as possible.

Also enclosed are 20 sheets of street cross-sections, elevations and column ties, as requested, together with their letters of transmittal. Also a print of your plan with the column ties, requested by your letter of January 19, is enclosed.

Contrary to information given you previously, grade lines for the ramps leading into the industrial freeway are to connect to 21st Avenue as a temporary connection. The State will provide the roadway details from the end of your structure to connect to 21st Avenue, but it will be your obligation to provide details of necessary retaining walls.

Your letter of February 2, furnished proposed grade lines for the EW-WE and SW-WS lines. Previously I believe you had been informed that the revised grade line on the SE and ES lines was to be alternate B, as revised January 17, 1968. I am enclosing 2 prints of an unnumbered drawing on which certain controls have been indicated for the EW and WS lines. It is the State's desire that the

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STATE HIGHWAY ENGINEER

final grades approximate these grades as closely as possible. If necessary, a slight amount of street lowering can be made at the critical point at the intersection of Thurman and 20th Streets, with 15' of vertical clearance to be provided. No attempt has been made to revise the WS and SW grades to make a connection to the SE and ES line grades, as these, of necessity, must be worked with the EW and WE line grades.

I believe the above items cover everything that we have discussed to date, except for the street closures and construction clearances required. This will be sent you as soon as possible.

Please advise if there is anything further on any matter that we can assist you in.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Tom Edwards?

Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101
Attn: F. E. Bleistein

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FEB 7 - 1968

I-405-1(20)303

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TELEPHONE: CODE 816, BALTIMORE 1-6900
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1908 - 1961

February 2, 1968

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge Approaches
Bridge 9268 - West Fremont Interchange

Dear Mr. Merchant:

Enclosed are three prints each of two profile sheets, for the EW - WE and SW - WS lanes.

The profile drawing for the EW and WE have been revised along the lines of the data you gave on the telephone on January 30, 1968. Adjustments were made to provide the required clearance at 20th Avenue and at Sta. 384+80, WE, where EW crosses. The general profiles given on the telephone were shy of clearance, apparently because of superelevation. We have shown profiles of both edges to indicate the assumed superelevation.

The revised profile (Alternate D) held the lower roadway and raised the upper to get clearance. If the upper were held, the lower would have to be lowered to the approximate original profile, increasing the "roller coaster" effect.

The profiles from the SW and WS lanes were adjusted to fit the Alternate D profile on EW and WE.

The four alternates studied give the range of possibilities without major horizontal alignment changes or span changes. It appears either the upper or lower roadway profiles will have to be less than desirable or some compromise in both will be required. We would appreciate receiving your comments on the grades as soon as possible.

NOTED
TOM EDWARDS

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

copy to T.E.

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OREGON STATE HIGHWAY DEPT.
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1906 - 1961

January 19, 1968

I-405 8(20)303

7214

Mr. Ivan Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge Approaches
West Fremont Interchange
Bridge 9268

Dear Mr. Merchant:

Enclosed are three prints each of the following data regarding the horizontal and vertical alignment revisions on the West Fremont Interchange:

1. 50-Scale General Plan of the EW and WE lanes from approximately NW 17th Avenue westward to the Industrial Freeway.
2. Three sheets of profiles; SE and ES, WS and SW, EW and WE as revised 1-18-68.
3. Five sheets of horizontal geometry coordinates and curve data.
4. One sheet of column coordinates for field check of clearances.
5. Report and Study Drawing S-11 for the ramp connections to NW 21st. Avenue.

Note that the profile drawings show three alternates. Alternate A is the grade line presented to you on January 15. Alternates B and C are revised in accordance with the discussions on January 15. Alternates B and C are identical for the WE and EW lanes and very similar for the WS and SW movements. For the SE and ES lanes, Alternate C appears the best over-all, but requires higher piers. Alternate B provides a straight grade for ES and a somewhat rolling grade for SE. Alternate C provides a straight grade for SE and a humped grade for ES. Please advise of your preference.

copy for T.E.

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It is anticipated slight adjustments will be required for final data on clearances and nose locations, but the basic configuration will not change.

Also enclosed are copies of our memos to the file concerning the meeting on January 15th and your call on January 18th. Please let us know if your intent or understanding of any of the items differs.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jack Kopetz

Jack Kopetz

MJK:mh

cc: Mr. F. E. Bleistein

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[illegible] DIVISION
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

Job No.	Received	Comment	Note & Ans.	Note & Ret.	Note & File	Note & Rec.	Noted	Answered

INTER-OFFICE CORRESPONDENCE

To File

From Jack Kopetz

Subject Fremont Bridge Approaches
West Interchange

Date 1-18-68

Ivan Merchant called today concerning the revised alignment of WE and EW at 21st. Street, with the following information:

1. The State will provide plans for the embankment and roadway as required to be included in this contract; therefore the fill will be in place for considerations of the abutment design.

2. We are to provide the plans for the retaining walls between 20th and 21st. Street. We should forward the layout data of the abutment and walls to the State in 30 to 60 days so they can prepare the roadway plans.

3. The State hopes to be able to schedule the Industrial Freeway for opening with the West Interchange. In the event this cannot be done, it is expected temporary connections could be made to Thurman and Upshaw somewhere between 20th and 22nd St. The freeway grades should consider 21st. Street to be closed and not give primary consideration to any temporary ramps at this time.

4. The retaining wall along Thurman Street should be studied for interference with the abutment. As an alternative the wall could be incorporated with the abutment as an "L" Type abutment.

MJK:mh

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FORM 17-964-20

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

Job No.	Received	Comment	Note & Ans.	Note & Ret	Note & File	Note & Rec	Noted	Answered

INTER-OFFICE CORRESPONDENCE

To File

From Jack Kopetz

Subject Fremont Bridge Approaches
West Interchange

Date 1-18-68

Ivan Merchant called today concerning the revised alignment of WE and EW at 21st. Street, with the following information:

1. The State will provide plans for the embankment and roadway as required to be included in this contract; therefore the fill will be in place for considerations of the abutment design.
2. We are to provide the plans for the retaining walls between 20th and 21st. Street. We should forward the layout data of the abutment and walls to the State in 30 to 60 days so they can prepare the roadway plans.
3. The State hopes to be able to schedule the Industrial Freeway for opening with the West Interchange. In the event this cannot be done, it is expected temporary connections could be made to Thurman and Upshaw somewhere between 20th and 22nd St. The freeway grades should consider 21st. Street to be closed and not give primary consideration to any temporary ramps at this time.
4. The retaining wall along Thurman Street should be studied for interference with the abutment. As an alternative the wall could be incorporated with the abutment as an "L" Type abutment.

MJK:mh

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FORM 17-964-20

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

Job No.	Received	Comment	Note & Ans	Note & Ret.	Note & File	Note & Rec.	Noted	Answered

INTER-OFFICE CORRESPONDENCE

To File

From Jack Kopetz

Subject Fremont Bridge Approaches
West Interchange

Date 1-16-68

15

Mr. Sorkin and I met with Mr. Merchant here on Monday, January 16, to review the revisions of the EW and WE lanes at the connection to the Industrial Freeway, to discuss the State's comments on the preliminary review plans submitted on December 28, and to discuss certain items in the OSHD Bridge Division Office Memorandum.

A. Realignment of EW and WE

1. The horizontal alignment and span layout providing two four-lane roadways to the Industrial Freeway without ramps to 21st. Street was acceptable and approved for final design.

2. The profiles were reviewed. It was agreed the grade lines could be improved further by raising the upper roadway in general from the nose of EW-ES and the others accordingly. We are to revise the grades in this light and with the consideration that 21st. Street will be closed and not be a control.

B. State's Review Comments (See attached memo from L.L.W. dated 1-12-68)

1. Item 1.A. - We had used conservative live loading in the absence of specific criteria. With an adjusted loading, the vertical support plates will be 3/4 in. thick.

2. Item 1.B. - It is believed the fixed, overlapping vertical supports will be less subject to maintenance problems than the movable "floating" bars. At the State's suggestion we will increase the overlap of the supports to provide for the contingent of increased opening beyond that expected.

3. Item 2.A. - After discussion of the relative advantages and disadvantages, it was decided to use constant width plates rather than butt-welded tapered plates. This will require additional fillers to attain the required clearances, which will increase the bending stress in the pins. We will use higher strength steel for the pins if required. All other steel will be low alloy modified, (A441-T).

To: File
From: Jack Kopetz
Subject: Fremont Bridge Approaches
West Interchange
Date: 1-16-68

4. Item 2.B - 1965 AASHO calls for a factor of safety of 3.

5. Item 2.C. - We will provide a detail and a note for the fabricator to provide for connections during shipping and erection.

6. Item 2.D. - A preliminary design review indicates this effect is substantially greater than anticipated. We are reversing the joint to the other side of Pier 8 to eliminate the problem. This provides a longer unit and temperature stresses become too large so it is intended to place a joint south of Pier 10 to provide a more economical design.

7. Item 3 - We will do this.

8. Item 4 - The pile tip reinforcing detail and the criteria for splice length has been revised as noted. Splices will be 24 diameters for No. 11 bars and smaller, 36 diameters for No. 14 and 18 bars. These will be 40 and 60 diameters, respectively, for bars with more than 12 inches of concrete under them. We will utilize high strength reinforcing steel in columns and bundled bars in beams, in accordance with LLW memo of Dec. 26, 1967, when spacing is critical. We may call for Cadwell splices in columns if spacing is critical; we should use the "T" series for full tension.

9. We should provide a note on the camber diagrams for the concrete box girders stating that camber is for ultimate deflection (h=30); initial deflection is approximately one-third that shown.

10. The nose "extension" at merging lanes should be a continuation of the standard curb and handrail, with a solid "end post" closing the rails.

C. OSHD Bridge Division Office Memorandum (See attached memo to file dated 1-12-68, Nos. refer to those in the memo).

1. The State will provide a copy of Drawing S-296.

2. Mr. Merchant will check and let us know.

3. OK.

4. Not on the West Interchange. On the East Interchange in the rougher terrain, they should be shown.

To: File
From: Jack Kopetz
Subject: Fremont Bridge Approaches
West Interchange
Date: 1-16-68

5. The State will affix drawing numbers to the tracings after we submit them. We should provide the sheet numbers, starting with sheet one on the index sheet. The State will provide the title sheet, which will be un-numbered. We should make all cross references in the plans to sheet numbers.

6. OK.

7. Use on all one-column piers but only when uplift occurs on other piers.

8. We should use what our electrical design department determines is required.

9. Design and structural considerations should be given primary consideration. Shipment will undoubtedly be by water and length or size is not as critical.

10. Joints should be over girders. The only longitudinal joints required in the West Interchange will be in Unit 1. These should be placed in three pieces, the two outside pours first with the center diaphragms disconnected, then the center portion after the diaphragms are connected. Joints should be over a beam flange.

11. Use grout pads at abutments.

12. Construction clearance diagrams should be provided. Mr. Merchant will check with the Portland Office and supply the requirements for each street and railroad involved.

13. The State will supply a copy of Drawing 2070. Approach slabs will be a part of the roadway plans, rather than the bridge plans.

MJK:mh

FORM 8-90 30M 10-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 12, 1968
Salem, Oregon

SUBJECT: I-405 Stadium Freeway
West Fremont Approach
Bridge No. 9268
Preliminary Plans &
Preliminary Calculations

To: Ivan D. Merchant
Bridge Engineer

OFFICE

We have reviewed the preliminary plans and calculations handed to us by Mr. Jack Kopetz of Howard, Needles, Tammen & Bergendoff on December 28, 1967, which consist of the following:

RECEIVED
H.N.T.B.
Section 19
By gm JK
Date 1-15-68

a. Full size drawings entitled:

1. Plan & Elevation "ES" Unit 4
2. Footing Plan & Foundation Data "ES" Unit 4
3. Deck Plan "ES" Unit 4
4. Deck Plan "ES" Unit 4
5. Box Girder Details "ES" Unit 4
6. General Details
7. Expansion Link Details

b. Calculations pertaining to the distribution of loads to the expansion joint linkages and the design of same.

c. Calculations for and one sketch of the deck joint expansion devices.

These have been reviewed and the following comments pertain:

1. A. Expansion joint details appear to be satisfactory except one of the vertical support plates, shown as 6"x$\frac{1}{2}$" should be 6"x1". There was an error in arithmatic. We also had lighter live loads.

B. This method differs from the one we are using on Riverside Drive in that we have floating bars to support the transverse "I" beams and this system uses overlapping vertical supports, similar to finger plates. This system would require closer construction tolerances (vertical supports to same elevation and grade). Ours might have a tendency to clatter under live load.

2. Hanger details - Method appears to be satisfactory.

    A. Tapered plates and butt welding is probably more expensive than using thicker plates. ✓

    B. Factor of safety of three was used for shear studs and we normally use four. ✓

    C. Where several horizontal or diagonal plates are used, some connection should be used to maintain alignment. ✓

    D. Should check for live load in steel anchor span for deflection of cantilever which would try to lift one side of concrete suspended span. Load on outside hangers could be a problem. This is the same problem we were concerned about on 6th 87th connections in Eugene before we reversed the cantilever and made the anchor span the solid full width and the suspended span the divided span.

3. X-Beam at end of concrete span could be made a constant width. This would simplify reinforcement details and improve distribution of loads to hangers. ✓

4. Preliminary Drawings detailing is excellent. From what is shown final plans will probably be quite complete and clear. They have our old detail for pile tip reinf., new detail attached to their drawing. We have revised the splice detail for re-steel in columns to show 24 diameter splices up in the column, no change for dowel splices. They had 24 diameter splices shown in deck section, so were up with the new AASHO. We decided to use 24 diameter splices for both tension & compression for simplicity.

L. L. Wallace
Chief Bridge Design Engineer

LLW/TGT:jf

FORM E-30 30M 10-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 26, 1967

SUBJECT:

To: MEMO TO DESIGNERS

High Strength Reinforcing Steel ASTM A 432

$f_y = 60,000$ psi

$f_s = 30,000$ psi

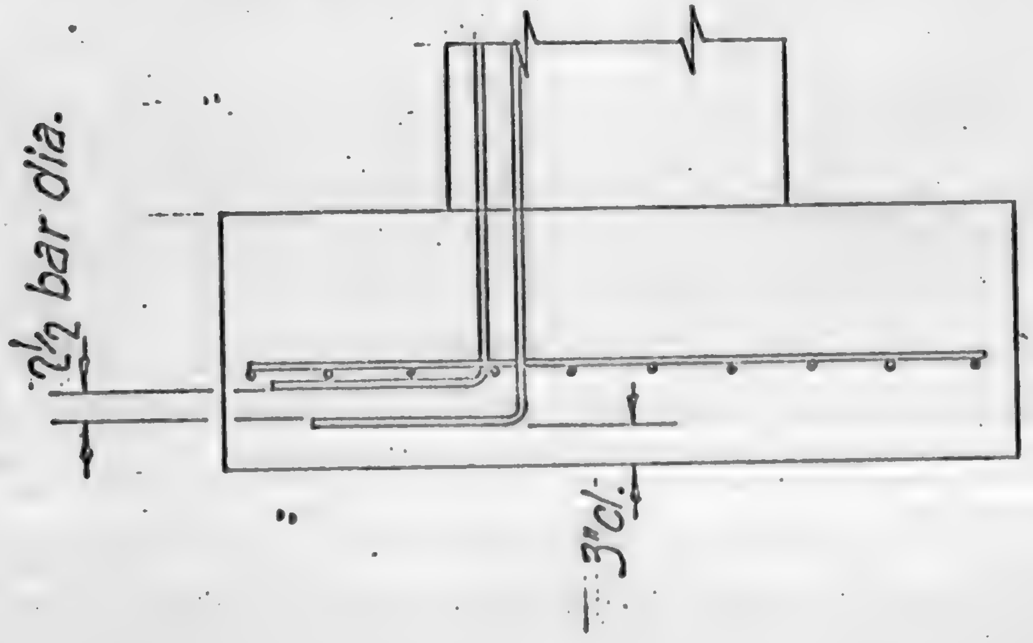
f_s (compression) $= 24,000$ psi

High strength reinforcing steel shall be used in all highly stressed columns where a large number of closely spaced bars would be required with conventional reinforcing steel ($f_s = 20,000$ psi). Splice lengths shall be increased in proportion to the increase stress in the higher strength bars. High strength bars shall be designated on the plans as follows:

8 - #10 x 20'-0" (A432)

Column Steel Placement

Where more than one row of column steel is required in a column the dowel bars for the interior row shall be detailed below the mat of footing steel and the exterior dowel bars.(See Sketch below)



RECEIVED
H. N. T. B.
Section 19
By
Date 12-28-67

Careful attention should be given to the arrangement of column ties in order that a minimum opening approximately 18 inches square is provided near the center of the column to allow clearance for placement of concrete.

Bundled Bars

The use of bundled bars in beams where a minimum bar spacing or several rows of bars are required should be considered in order to provide greater clearance for placement of concrete.

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engineer

LLW:jr

cc: A. A. Rear
T. C. Roake
T. G. Thompson
D. S. Berger
W. J. Hart
J. E. Backstrand

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

INTER-OFFICE CORRESPONDENCE

Job No.	Received	Comment	Note & Ans	Note & Ret	Note & File	Note & Rec	Noted	Answered

To File

From Jack Kopetz

Subject Fremont Bridge Approaches Date 1-12-68

Comments on OSHD Bridge Division Office Memorandum received from Len Wallace 12-29-67:

The majority of items are covered in the job criteria, contract documents, or the design specifications. Following are comments or questions on designated items:

1. We need a copy of Drawing S-296 to establish the end cut and fill slope conditions at the abutments.
2. Are we to follow Drawing A-79 dated 3-8-66 with respect to excavation limits?
3. I.B.7.J, P. 12 Fixity conditions - On pile footings we generally analyze the pier with the footing fixity based on rotation due to elastic shortening of piles.
4. I.C.1.a.(12), P. 17 - Need contours be shown on Footing Plans when they are shown on the General Plan?
5. How and when are drawing number assignments generally made?
6. II.7.(a) - Pile tip reinforcing drawing revised with later date than that previously provided. We will use the later dated detail unless advised otherwise.
7. II.7.(c) - (Pile embedment) - The project criteria implies the corner pile extension and anchorage applies to all footings. Should we use it on two column piers?
8. II.10 (Electrical Conduit) - 1-1/4" conduit usually requires 10"x10" junction box instead of the 6"x6" shown.
9. IV.1 (Shop lengths of Welded Beams). What lengths between field splices will be permissible on this project?

10. V.A.7 - (Longitudinal Deck Joints) - It was suggested we should provide for longitudinal deck joints on roadways over 50- ft. wide. Would it be preferred that these be on a lane line, parallel to a lane line, over a girder, or some other criteria?

11. V.B.6 (Grout Pads) - It would appear the grout pad would be useful under bearings for the concrete boxes at the abutments.

12. Should construction clearance diagrams be shown on the plans? If so, have the minimum clearances been determined for the cross streets and tracks?

13. We need a copy of Drawing 2070 for the approach slab details. It is assumed the approach slabs will be a part of the roadway plans.

RECEIVED
JAN 10 1968

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

FOR FILE
I-405-8(20) 303
7-214

Edwards
cc Klaboe

DATE: January 8, 1968
In reply refer to: 08-35-DA

RECEIVED
JAN 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Weaving Section, West Fremont Interchange Connection to the Proposed Industrial Freeway
Howard, Needles, Tammen and Bergendoff, Consultant Engineers

Verbal approval was given on December 12, 1967 in a conversation between Mr. Edwards and Mr. Tokerud to increase the number of lanes on the West Freemont Interchange connection to the future Industrial Freeway. This letter is to confirm this approval and authorize you as of December 12, 1967 to proceed with negotiations with your consultant for the design changes necessary on the West Fremont Interchange unit and copies of the supplemental agreement should be furnished for our approval.

Members of your staff have asked us on an informal basis to review the weaving conditions in the above-mentioned section. Sketches and traffic data for the location were furnished the office by Mr. Schroeder.

NOTED
F. B. KLA

Our review indicates that the weaving sections are under-designed and that both additional lanes and weaving length are required. Computations show that a width of 64 feet, including shoulder, and a length of approximately 2000 feet would be needed to perform the necessary movements.

It appears that a split interchange on the Industrial Freeway with with at least two lanes off and on into the Fremont Interchange should be considered. The 2840 vehicles per hour that desire access into this area certainly point to the complexity of study needed. Perhaps a collector distributor street for several blocks is a potential solution.

An extensive study of local streets, however, should be made to insure that they can handle the large volume of traffic entering and exiting the proposed facility. This study should include the possibility of access control, a progressive signal system, and the elimination of parking.

Myers
Young
Morgan
1-10-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

Job No.	Received	Comment	Note & Ans.	Note & Ret.	Note & File	Note & Ret.	Noted	Answered
1927								

INTER-OFFICE CORRESPONDENCE

To J.S. and File

From Jack Kopetz mJK

Subject Fremont Bridge Approaches

Date 1-4-68

I called Mr. Merchant today to tell him our initial studies indicated on-off ramps to 21st Avenue could not be provided in accordance with the Traffic Department study dated 7-26-67. Due to the undesirable weaving conditions, a divider curb is required on the freeway side to prohibit Stadium Freeway traffic from exiting at 21st Avenue and to preclude 21st Avenue on-traffic from the Fremont Bridge. Mr. Merchant agreed any divider curb would require an offset from the lane edge in accordance with Interstate Standards; there is insufficient room to provide the necessary widening within the right-of-way controls at the Wade Co. and the First National Bank properties.

We should provide the State with a report regarding this for the use of their urban section in presentations to the City. Our studies should be limited to the eight lane alternate with ramps at 25th Avenue. Unless we are notified otherwise, Mr. Merchant will meet with us here on Monday, January 15th, for review of our studies.

MJK:ar

cc: Mr. Ivan Merchant
Mr. Frank Bleistein

RECEIVED
BRIDGE DIVISION DEPT.
AM JAN 8 - 1968 PM
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FORM 17-964-20

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

Job No.	Received	Comment	Note & Ans.	Note & Ret.	Note & File	Note & Rec.	Noted	Answered

INTER-OFFICE CORRESPONDENCE

To J.S. and File
From Jack Kopetz JK.
Subject Fremont Bridge Approaches
Date 1-2-68

A meeting was held on Thursday, December 28, 1967, at the Highway Building in Salem to discuss studies for the connection of the West Interchange to the future Industrial Freeway. Attending were Mr. Tom Edwards, Assistant Highway Engineer, and Mr. Ivan Merchant, Bridge Engineer of the Oregon State Highway Department and Mr. Frank Bleistein and Jack Kopetz of H.N.T.B. The State requested we make the following studies:

1. Provide four 12-ft. lanes plus a 10-ft. shoulder on the right and a 6-ft. shoulder on the left for the EW and WE movements extending from the Industrial Freeway at about 21st Avenue.

2. Determine the feasibility of providing ramps at 21st Avenue for on-traffic to the Stadium Freeway and off-traffic from the Fremont Bridge.

3. Revise grades on EW and WE to eliminate or reduce the rolling variation in grade and to reduce the maximum grade.

4. Revise grade on ES by raising the structure to provide a more uniform grade from the Fremont Bridge to Johnson Street.

5. Revise grades on SE, WS, and SW to fit the ES, EW and WE and to reduce the "roller coaster" alignment insofar as possible.

The following should be taken into consideration in the aforementioned studies:

1. Clearance to the Wade Co. building on the north and the First National Bank Building on the south must be maintained. The clear distance from the buildings to the bridge fascia may be reduced to 5 ft. if advantageous.

2. The WE roadway to the west of the First National Bank may be shifted an additional distance to the south to improve grades. Additional R.O.W. will be required either way; we should determine the minimum required as well as any additional R.O W. which would be desirable.

3. The curb may be extended at the noses of ES-WS and EW-WS to provide additional length for merging the profiles.

[illegible]
BRIDGE DIVISION
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4. To improve the grades on WE the following may be done:
   - a. Raise 21st Avenue one to one and one-half feet.
   - b. Lower 20th Avenue one foot.
   - c. Taper the depth of the structures to 5 ft. ± over 20th Avenue.

5. Other controls for alignment and grade on EW and WE are as follows:
   - a. The present grade of 22nd Avenue must be held because of the railroad span.
   - b. The Industrial Freeway west of 21st Avenue should be centered in the block between Thurman and Upshun Streets with a 16-ft. median provided.

6. Pier locations should be reviewed for the effect of the alignment changes. Span lengths may be revised if it appears advantageous.

We mentioned to the State that the time of completion we had previously given them for the plans which was incorporated in the Supplemental Agreement was predicated on beginning work on the entire interchange without restriction and, although we hoped to be able to make up for the delays, we couldn't be sure of the effect at this stage. Mr. Edwards said if the completion took a month or two longer it would be understood and acceptable to them; their latest funding allocation has moved the start for the West Interchange ahead one quarter.

When we finish the aforementioned studies, to expedite the plan preparation, Mr. Merchant and possibly others, will come to our office in Kansas City to review and discuss the studies, to resolve any questions, and to authorize the revisions in the final plans.

Mr. Edwards plans to review the State's grades for the East Interchange prior to our completion of the preliminary plan revisions for the increased shoulder widths.

The following comments by the Bureau of Public Roads on the preliminary plans were discussed:

1. Pile Test Program - The State is letting the contract for the main river bridge piers this month and anticipates data from the driving of piles for Pier 2W, at the beginning of our project, will be available for the B.P.R. evaluation. Consequently, we are to provide only for test piles to be driven at each pier as part of the approach contract for pile length determination. The plans will authorize the contractor to order a certain number of piles of certain prescribed lengths; the remainder of the piles will be ordered in lengths indicated by the test piles. The State has done this on other contracts and will send us the special provisions as a guide.

DIVISION
AM JAN 3 - PM
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2. The State had indicated previously that we were to continue the study of an impact-absorbing nose. We mentioned that we had proposed several approaches - timber posts set in sockets, rubber bumpers, mechanical shock absorbers, cable arrestors, etc. - but they were general concepts. A specific design would require criteria as to what deceleration or impact must be absorbed to prevent death or injury, criteria which is not available. It was agreed this is an area in which research is needed for further consideration of the problem and that such research is beyond the scope of the State or us.

The following items were discussed in the afternoon with Mr. Len Wallace, Chief Bridge Design Engineer, and Mr. Ivan Merchant:

1. We were given a copy of the State's Design Office Practice Manual. We will review it for anything applicable to the project not previously covered by the project criteria or specifications.

2. The partially complete plans for Unit 4 on ES, for expansion links and for expansion joints were reviewed in general. Aside from the following comments, the State did not see anything they took exception to. The plans were left for further review by the State and a general review by the B.P.R.

    a. Longitudinal constr~~i~~uction joints should be provided in the decks of wide bridges at about 50 ft.

    b. Constr~~i~~uction joints should be shown between the webs and bottom slab and labeled as optional.

    c. Care should be taken not to get too much steel which would make placing of concrete difficult. To alleviate crowding, high strength steel may be used in the columns and bundling of bars in the beams may be used as noted in L.L. Wallace Memo of 12-26-67.

    d. The State generally has not found it economical to slope the tops of the footings.

    e. The end diaphragms of the box girders should generally be constant in width.

MK:ar

cc: Mr. Ivan Merchant
Mr. Frank Bleistein

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DIVISION
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JAN 16 1968

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Proj
Metro - Portland

Agenda
4d

MISC. CONTRACTS and
AGREEMENTS No. 3239

12-12-67

December 22, 1967

Fremont Br
Connect

Howard, Needles, Tammen & Bergendoff
Consulting Engineers
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Jos. Sorkin

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement for preliminary studies on the east and west approaches to the Fremont Bridge on the Stadium Freeway in Portland.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Enclosure

cc Ivan Merchant

FORM E-123X 50M 7-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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I-405-8(20)303
7214

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 12, 1967

Howard, Needles, Tammen &
Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Jack Kopetz

Subject: Fremont Bridge Approaches
Bridge No. 9268

Gentlemen:

Your letter of November 17, enclosed some sketches for field ties and a further request for additional field data for final design. I am enclosing copies of the field notes, together with the letters of transmittal and prints of the material enclosed with your letter of November 17, with the requested data. Please advise if there is anything further that we can furnish you in the line of field data.

By letter of November 30, the revised preliminary plans for the West Approach were approved. However, there were certain reservations by the Bureau of Public Roads in their review. These reservations have now been resolved and I am enclosing a print of your sheet number 53 and 56 - the Lighting Layout-Lower Deck and Signing Plan, respectively, for the West Approach. A copy of our traffic department's letter regarding signing is enclosed. The only correction on sheet number 53 is the revision of the initial light intensity from 2.5 f.c. to 2.0 f.c. Some revisions have been made on the signing plan, sheet number 56, and the sheet enclosed indicates the revisions which meet with the Bureau and State's approval for final design.

Confirming our telephone conversation of Monday, December 11, no further work is to be done on the West approach from the hinge point northwesterly, immediately west of pier number 8 of the EW line or approximately Station WE 381+33.87 PT. This is made necessary because of a possible change in geometry westward from the above-mentioned point due to revised traffic counts of the future industrial freeway. You will be advised at the earliest possible time of any revisions that are necessary.

[illegible]
T.M. EDWARDS

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DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

This will also confirm our phone conversation of yesterday that the WS and SE grade lines are not satisfactory to the State, as submitted by your letter of November 6, and that you are to continue studying this problem in order to eliminate the reverse grade lines and roller coaster effect. The State will also continue studying this problem and advise you of any recommendations that we can make as soon as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Mr. F. E. Bleistein
Mr. Tom Edwards
Mr. F. D. Morgan
Attn: Adrian Olson

FORM E-1[illegible] 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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RECEIVED
NOV 3 0 1967
OFFICE OF
STATE HIGHWAY ENGINEER

November 30, 1967

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Josef Sorkin

Subject: West Fremont Interchange
Interstate 405-8(1)301
Bridge No. 9268

Gentlemen:

Your letter of November 6, submitted revised preliminary details for the West Fremont Interchange. These details have been reviewed by the Bureau of Public Roads and for your information I am enclosing a copy of their memorandum dated November 28, 1967.

The State has completed its review of the preliminary details and find them satisfactory except for the revised grade lines on the WS and SE lines and the review of the lighting and signing details. Our comments on the WS and SE grade lines will be transmitted to you at the earliest possible time with possible recommendations for changes.

As you know, the State has been in slight disagreement with the Bureau of Public Roads on the lighting criteria. This has now been resolved and the initial light intensity will be revised downwards from 2.5 F.C. to 2.0 F.C.

Your attention is called to the roadway section shown on Sheet 4A for the concrete box girder portion, which should have a roadway width of 64 feet rather than the 68 feet shown. This is indicated on your plan drawing No. 7. Also on sheet No. 7 of the 21st Street off-ramp, the centerline has been revised but the outside of the structure has not been pulled into a constant 22 feet from gutter to centerline.Please refer to material sent you previously regarding geometric changes in this area.

By a copy of this letter, I am requesting our Traffic Department to review the lighting and signing details in view of the revised initial lighting intensity and the Bureau of Public Roads comments regarding signing. You will be advised as soon as possible.

NOTED
TOM EDWARDS

As per your request, I am enclosing 2 prints each of our Drawings Nos. 22304, 22305 and 22306 covering various types of expansion joint treatment. These prints are sent you for your examination and possible inclusion into the project if you find they adapt to your project.

Material requested by your letter of November 17, with attachments, has been sent to our Metropolitan Division. As soon as the field work is completed on the items requested, this material will be sent you.

Please advise of any material necessary to further the design of this project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Tom Edwards

Frank E. Bleistein
Howard, Needles, Tammen & Bergendoff
(w/attachments)

F. B. Crandall
(w/attachments)

FORM E-123X 50M 2-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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I-405-8(20)303
7144

November 17, 1967

Howard, Needles, Tammen
& Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

6150

Attention: Mr. Jos. Sorkin

Subject: East and West Fremont
Bridge Approaches
I-405
Bridge Nos. 8958, 9268

Gentlemen:

Enclosed please find a memorandum from the Bureau of Public Roads dated November 13, 1967, regarding the Fremont Bridge approaches. This memorandum is in confirmation of their memorandum dated October 16, a copy of which was sent to you with my letter of October 27. This memorandum is for your information and files only.

We are proceeding with the review of the West Fremont approach plans recently received and expect to hear from the Bureau of Public Roads by November 22. You will be advised as to our findings at the earliest possible time.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Encl.

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
NOV 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
BERNARD H. ROTTINGHAUS
GERARD F. FOX
WILLIAM M. WACHTER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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1908 - 1961

November 6, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Dept.
State Highway Building
Salem, Oregon 93310

Re: West Fremont Interchange
Bridge No. 9268

Dear Mr. Edwards:

We are transmitting herewith for your review and comments, five sets of the revised preliminary plans for the West Fremont Interchange. We are also enclosing five prints of the revised profiles for the SW, NW, and SE Lanes, and two prints of the alignment changes for SW and NW.

These plans have been revised to reflect the shoulder width changes shown on the prints sent with your letter of August 18, 1967. The shift of the nose locations required span revisions in Unit 2 of SE and ES; these were marked on the prints sent to you on August 30 for submittal to the Bureau of Public Roads. Subsequently, it was found the grade criteria could not be met without an alignment change on the SW and WS Lanes. The alignment change shifted the nose locations and required some changes in the span layouts on the SW and WS Lanes.

The perspective drawings, underbridge treatment, and soil profile drawings were not revised, but are included for convenience to complete the plans. The other drawings were revised as follows:

Drawings 2-4A	Typical Sections - Redrawn for new shoulder widths.
Drawing 6	Superstructure Details - Revised Expansion Joint Detail.
Drawing 7	General Plan - Redrawn.
Drawing 8	Curve Data - Revised for alignment changes.

Marshall
RO

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NOV 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Drawings 12-14	Pier Elevations - All piers were redrawn or revised by superimposing on previous drawing.
Drawings 15-24	Bridge Elevations - Revised span lengths, elevations and stations.
Drawings 52-53	Lighting - Respaced for alignment changes and nose shifts.
Drawing 56	Signing - Revised locations for nose shifts.

The grade revisions on the SW and WS Lanes were necessitated by the shift in nose locations and to provide vertical clearance. The grade change on SE was required to provide vertical clearance to ES. Changes to the other grades were required to reflect the widening and were revised consistent with the original grades.

If additional prints or further information is required, please let us know.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

JS:mh

cc: Mr. F. E. Bleistein

HOWARD, NEEDLES, TAMMEN & [illegible]ERGENDOFF
CONSULTING ENGINE

MADE BY JLT ATE 10-31-67 JOB. NO. 1927-09-0
CHECKED BY SMA ATE 4-1-
SEC. NO.
SHEET NO. 1 of 1

CALCULATIONS FOR WEST FREMONT INTER.

MULTNOMAH COUNTY

BWS

STATION	CURVE DATA	DISTANCE	BEARING	COORDINATES	
				N	E
ES 390+89.71	POT			686825.850	439892.200
		12.00 (Lt.)	N 89° 56' W		
357+58.62	POT		N 2° 16' 18.9" W	686825.860	439880.200
		943.059			
367+01.678	PS Ls = 400' S = 14° a = 1.75			687768.176	439842.815
		689.886			
371+01.678	PSC			688164.196	439794.637
PI 7° C	TΔ = 61° 20' 41.1" LMC = 476.353		N 2° 16' 18.9" W N 63° 37' 00" W	688457.519	439815.466
		689.886			
375+78.031	PCS Ls = 400' S = 14° a = 1.75			688558.334	439539.226
379+78.031	PT			688764.087	438[illegible]97.439
		567.253			
385+45.284	PS Ls = 200' a = 4.0 S = 8°			689016.160	438689.270
		267.87			
387+45.284	PSC				
PI 8° C	TΔ = 26° 19' 30" LMC = 129.06		N 63° 37' 00" W N 89° 56' 30" W	689155.240	438449.210
		267.97			
388+74.344	PCS Ls = 200' a = 4.0 S = 8°				
390+74.344	PT			689135.510	438181.240
		204.77			
392+79.114	POT = ℄ 21st Ave (32' Lt Med ℄)			689135.720	437976.470

FORM NO. 6-1162-200

HOWARD, NEEDLES, TAMMEN & [illegible]RGENDOFF
CONSULTING ENGINEE

MADE BY JLT DATE 11-1-67 JOB NO. 1927-89-01
CHECKED BY [illegible] DATE [illegible] SEC. NO.
SHEET NO.

CALCULATIONS FOR WEST FREMONT INTERCHANGE
MULTNOMAH COUNTY

℄ SW

STATION	CURVE DATA	DISTANCE	BEARING	COORDINATES N	COORDINATES E
SE 386+33.641		SW 12' RT	⊥N 89° 56' W		
361+00.000	POT		N 4° 46' W	687263.759	439944.719
		619.601			
367+19.601	PS			687881.217	439893.251
	Ls = 325'				
	S = 13°				
	a = 2.46	547.749			
370+44.601	PSC			688201.394	439841.958
PI 8° CC	TΔ = 56°10'48.3" LMC = 377.251		N 4° 46' W N 60° 56' 48.3" W	688427.071	439847.714
374+21.852	PCS			688514.645	439639.642
	Ls = 325	547.749			
	S = 13°				
	a = 2.46				
377+46.852	PT			688693.070	439368.889
		731.811			
384+78.663	PS			689048.454	438729.163
	Ls = 200'				
	S = 8°	285.724			
	a = 4.0				
386+78.663	PSC			689137.264	438550.156
PI 8° CC	ΔT = 28°53'41.7" LMC = 162.436		N 60° 56' 48.3" W N 89° 56' 30.0" W	689187.208	438479.592
388+41.099	PCS	285.724		689178.000	438393.270
	Ls = 200'				
	S = 8°				
	a = 4.0				
390+41.099	PT			689187.499	438193.669
		217.148			
392+58.247	POT = ℄ 21st Ave (20' RT of Med ℄)			689187.72	437976.52

FORM NO. 6-1162-200

RECEIVED
NOV 20 1967
FOR FILING

November 20, 1967

Oregon State Highway Commission

Gentlemen:

On March 14, 1967, the Commission entered into an agreement with Howard, Needles, Tammen & Bergendoff for preliminary studies, foundation investigations, and preparation of contract plans and specifications for the east and west approaches to the Fremont Bridge on the Stadium Freeway (I-405) in Portland.

Quite recently, the Bureau of Public Roads issued instructions on design features that are in the interest of increased traffic safety. One of these provides that the shoulder on bridges be the same as that on the approach roadways; in effect, widening the roadway widths on the several different approach legs in amounts dependent on the number of traffic lanes involved on a particular approach leg. This necessitates further work by our consultant on the preliminary study phase of the work to determine the effect of the widened roadways to the overall geometry of the structure. This additional work adds $20,000 to the cost of the preliminary phase.

As this change is in line with a recent AASHO Safety Committee report and is also being sponsored by the Bureau of Public Roads, we recommend that it have your approval and that the Secretary be authorized to execute the supplemental agreement.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
CAG:jf fn E. Johnson

RECEIVED
NOV 22 1967

Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

I-405-5([illegible])303
Edwards
7214

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 17, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by R. M. Arenz, Pl & Research Engr
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Howard, Needles, Tammen and Bergendoff Supplement

In response to Mr. Edwards' November 9, 1967 letter, we concur that the effective date of our October 17, 1967 memorandum on the subject agreement should be September 5, 1967, to agree with our September 8, 1967 memorandum.

RECEIVED
NOV 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Copy Ivan Young 11-20-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 9 - 1967
FOR FILING

I-405-8(20)303

7214

November 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: East and West Fremont
Bridge Approaches
Preliminary Plans and
Preliminary Design Studies
Bridges No. 8958 and 9268
FAP No. I-405-8(1)301
Howard, Needles, Tammen and
Bergendoff Engineering Agreement

Your File No. 08-35-EC

Dear Sir:

I have your memo dated October 17, 1967, approving a supplement to the original agreement with our consultant and authorizing us to proceed with the additional work effective the date of your memo (October 17, 1967).

Please refer to your memo dated September 8, 1967, wherein you authorized us to proceed with this same work as of September 5, 1967.

We actually instructed the consultant to consider the effect of the additional work to his completed work at a conference in this office on August 31, 1967, and gave him written confirmation to proceed with the work on September 8, 1967, with an effective date of September 5, 1967.

It is felt that the effective date in your October 17 memo should be September 5, 1967, the same as in your September 8 memo.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

FORM [illegible] 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 31 1967
PORT...

I-405-8(20) 303
7214

October 27, 1967

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Josef Sorkin

Subject: E. and W. Fremont Bridge
Interchanges, I-405
Br. No. 8958, 9268

Gentlemen:

Approval of the preliminary plans and design report has been given by the Bureau of Public Roads for the use of Alternate "A" span arrangement with Type "I" superstructure and Type "F" piers as defined on page 14 of the design report.

I am enclosing copies of the Bureau's Memorandum dated October 16, 1967. You will note that there are some revisions in the Bureau of Public Road's approval. These will be discussed in the order that they are listed on the Bureau Memorandum:

Items 1 and 2: Refer to the spacing of and the live load distribution to the curved box girders with particular reference to the proposed AASHO criteria now under consideration. It will be necessary for the State to receive a statement from you regarding the spacing and live load distribution for presentation to the Bureau of Public Roads.

Item 3: The State is in agreement with the Bureau that the maximum number of lanes of live load should be limited to five or the normal travelled lanes plus 1.

Item 4: This is an area that you are to continue investigating.

Item 5: At our August 31, 1967 meeting, it was definitely decided that there would be no special deck finish over the shoulder area - that any delineation of the shoulder area would be by surface attachment.

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

Item 6: I am enclosing copies of a letter dated October 20 from the Traffic Department who have reviewed the lighting details furnished us previously. The Bureau of Public Roads is objecting to the high-intensity level of lighting and the State will clear this matter with the Bureau as soon as possible and advise you of any changes necessary in the lighting details.

Item 7: The Traffic Division letter of October 20th indicates that the higher mounting height has been considered and is not considered feasible at this location.

Item 8: Will you please furnish the State with the material requested by the Traffic Division in their letter of October 20th in the last paragraph.

Item 9: The matter of test piling was discussed at our August 31st meeting; however, at that time, no final decision was made. Your recommendations on a test pile and test load program covering various areas is requested.

Item 10: It is requested that you study the problem of expansion joints where larger amounts of expansion are involved than can be handled with the conventional single extruded neoprene compression joint seal. A suggestion is the use of multiple neoprene compression seals in a structural steel support and frame to provide for larger amounts of movement.

Item 11: This is self-explanatory.

One copy of the design criteria revised September 5th is returned. There are some additions and revisions to the notes added by you as a result of your understanding of our meeting on Aug. 31st. Some of these items refer back to the Bureau of Public Roads' Memorandum. Please advise if any of these items are not clear to you.

By letter of September 22nd, you requested clearances to some column centerlines in the West Fremont Interchange area. I am enclosing two copies of a letter dated October 13th with the requested material and with four sheets of the field notes. I believe this should complete the request from you.

One copy of study detail Sheets Nos. S-110 to S-115, inclusive, as submitted with your letter of October 23rd, are enclosed. These details have been reviewed and are approved or approved as noted as we are not in agreement with a dimension on Sheet No. S-110. Other details as shown on these five study sheets are satisfactory.

At the present time, you are in the process of revising the structure geometry to provide for the added width of roadways. At such time as the preliminary details are revised, they should encompass the revisions requested by my letter of July 18th, in the neighborhood of 21st Avenue.

I can find no record of having furnished you the material on three subjects which was promised at the August 31st meeting. This material will be collected and sent to you in the very near future.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM:mb
Att.
cc: Mr. Tom Edwards

RECEIVED
OCT 27 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(20)303
7214

October 26, 1967

Mr. Josef Sorkin
Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Re: East & West Fremont Interchanges
Bridges No. 8958 and 9268

Dear Mr. Sorkin:

As a follow up of our letter of October 2 I am enclosing three blank copies of a supplemental agreement covering the changes in the preliminary work authorized by the Bureau of Public Roads' memorandum of September 8, our telephone call of September 8 and the above cited letter. Will you please execute two copies of the agreement in the spaces provided and return the same to me. The third copy may be retained in your files. A fully executed copy will be returned to you as soon as all necessary signatures are affixed.

The foremat and language of the agreement have been approved by the Bureau. If you should desire any changes, please call me and I will have to arrange for clearance with the Bureau.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
OCT 2 1 1967
FILING

I-405 (20) 3-3

7214

10-20

OCT 18 67

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
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H. C. LAMBERTON, JR.
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THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1906 - 1961

October 9, 1967

To Merchant
10.16
Anything further?
No
Per T.E.

Oregon State Highway Department Commission
Salem
Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Cooper:

We have received and wish to thank you for your check in the amount of $27,936.00 in payment of our Invoice No. 3-1927-11-12 for engineering services in connection with the design and construction plans for the Fremont Bridge.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL:eg

RECEIVED
OCT 1 0 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 - 1967

FOR FILING

I-405-5 [illegible]-3
7214

October 2, 1967

Mr. Josef Sorkin
Howard, Needles, Tammen and Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

5986

Re: East and West Fremont Interchanges
Bridges No. 8958 and 9268

Dear Mr. Sorkin:

This will acknowledge your letters of September 7, the first letter referring to a revised schedule for the East and West Fremont Approaches, and the second letter having to do with additional work on the preliminary plans under Phase I due to the widening of roadways and your engineering estimate of the cost of doing this work.

The revised schedule as submitted by you is satisfactory to the State, as it falls in line with the State's desires on contracting of the East and West Approaches. In preparing a supplemental agreement for the additional work made necessary by widening of the roadways, the revision in time will be covered by a calendar day period equivalent to that from October 1, 1967 to July 1, 1968 for the completion of plans and specifications for the West Approach and an additional calendar day time equivalent to the time between October 1, 1967 and February 1, 1969 for the East Approach. This is made necessary, since we will not have the approval of the Bureau of Public Roads on the preliminary plans by October 1 as mentioned in your letter.

On September 8, you were advised by telephone that the Bureau of Public Roads had authorized the adjustment to the preliminary plans and the consultant's contract effective September 5 to cover revisions made necessary by increased width of roadways. A copy of the Bureau of Public Roads' memorandum dated September 8 is enclosed for your files.

A supplemental agreement covering the additional fee for the revision of the preliminary plans to provide for the widened roadways and for time for the completion of the preliminary plans and the West and East Fremont Approaches is now being prepared for submission to the Bureau of Public Roads. Our recommendation is for an additional fee of $20,000 to cover the revised work. As soon as possible, supplemental agreements will be sent you for your approval.

It is our wish that you proceed with the revisions to the preliminary plans to the end that these can be completed by the time of the Bureau's approval of the original preliminary plans so that the final design work may proceed forthwith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

cc/enc. Mr. F. E. Bleistein
Howard, Needles, Tammen
and Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

IDM:mb ja

SEP 18 1967

UNITED STATES GOVERNMENT

Memorandum

Edwards

I-405-8(20)303

7214

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 8, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Interchanges
Howard, Needles, Tammen and Bergendoff Consultant Agreement

As requested by Mr. Edwards' September 8, 1967 letter you may proceed effective September 5 with the subject consultant's adjustment of the plans due to increase of the roadway widths as approved by our August 4, 1967 memorandum. This authorization is subject to our approval of the cost adjustment under the two numbered conditions on page 2 of Mr. Edwards' letter.

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
1 Merchant
1 Young
9/12/67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

September 7, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: East and West Fremont Interchanges
Bridges Nos. 8958 and 9268

Dear Mr. Edwards:

During our recent conference in your office, you suggested that preparation of plans for the Fremont Bridge approaches be rescheduled with the view of giving priority to the plans for the West Interchange.

We have reviewed the schedules and, subject to your approval, would propose to proceed on the following basis:

1. Assuming that sufficient approval of the preliminary studies will be given in time so that we could proceed with final plans not later than October 1, 1967, we would propose to complete the plans and specifications for the West Interchange on or before July 1, 1968.

2. The plans and specifications for the East Interchange would be completed on or before February 1, 1969.

It will be appreciated if you will give this proposed scheduling your consideration and will advise us as to your concurrence or other suggestions.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

RECEIVED
SEP 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

JS:vo

cc Mr. F. E. Bleistein

ALEXANDRIA, VIRGINIA AUGUSTA, MAINE BOSTON, MASSACHUSETTS CLEVELAND, OHIO DALLAS, TEXAS FAIRFIELD, NEW JERSEY
HARRISBURG, PENNSYLVANIA KANSAS CITY, MISSOURI LAHORE, WEST PAKISTAN MIAMI, FLORIDA MILWAUKEE, WISCONSIN MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK ORLANDO, FLORIDA OVERLAND PARK, KANSAS PHILADELPHIA, PENNSYLVANIA SEATTLE, WASHINGTON WASHINGTON, D.C.

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GERARD F. FOX
WILLIAM M. WACHTER

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

ASSOCIATE
REX M. WHITTON

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

September 7, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: East and West Fremont Interchanges
Bridges Nos. 8958 and 9268

Dear Mr. Edwards:

As you are aware, we have finished the preliminary studies for the approaches to the Fremont Bridge and have thus completed our services under Phase I of the contract. We have now been notified by you that the preliminary studies will have to be revised to incorporate new safety features by way of an increase in the width of shoulders, etc. As discussed during our recent visit in your office, these services are beyond the scope of the services originally contemplated. The additional services will require rechecking and revision of vertical and horizontal geometry, and the redrafting of a number of drawings.

Enclosed herewith is a breakdown of the man-hours required and the corresponding costs involved. We would expect to complete these revisions within a month after approval of this proposal. For these services, we ask compensation in the amount of Twenty-five Thousand Two Hundred Dollars ($25,200).

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

Jos. Sorkin

JS:vo

Enc.

cc Mr. F. E. Bleistein

ALEXANDRIA, VIRGINIA AUGUSTA, MAINE BOSTON, MASSACHUSETTS CLEVELAND, OHIO DALLAS, TEXAS FAIRFIELD, NEW JERSEY
HARRISBURG, PENNSYLVANIA KANSAS CITY, MISSOURI LAHORE, WEST PAKISTAN MIAMI, FLORIDA MILWAUKEE, WISCONSIN MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK ORLANDO, FLORIDA OVERLAND PARK, KANSAS PHILADELPHIA, PENNSYLVANIA SEATTLE, WASHINGTON WASHINGTON, D.C.

EXHIBIT A

FREMONT BRIDGE APPROACHES
PORTLAND, OREGON

ENGINEERING ESTIMATE

Revisions Required to Update Preliminary Plans

Structural Design		1,760 Hours @ $5.80	=	$10,210	
Vertical Geometry		400 Hours @ 5.80	=	2,320	
Horizontal Geometry	✓	100 Hours @ 5.80	=	580	
					$13,110
		2260			
Overhead		282½ man days.			8,240
Expenses					1,100
Subtotal					$22,450
Profit					2,750
TOTAL					$25,200

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
September 7, 1967

OCT 11 1967
FOR FIL

Oregon State Highway Departm
BRIDGE DESIGN SECTION

Sheet 1

Fremont Interchanges County Mult.

I-405 7214 Wood Date Sept. 20, 1967 Bridge No. 8958 9268

Redraw Sheet 2	16	
Redraw Sheet 3	10	
Redraw Sheet 4	10	
Revise Sheet 5	2	
Sheet 7 - Study Grades	200	
Move Bents	12	
Redraw Sheet 7	16	
Make Up Sheet 7A	8	
Revise Sheet 8	8	
Revise Sheet 12	16	
Revise Sheet 13	24	
Revise Sheet 14	16	
Redraw Sheet 15	16	
Redraw Sheet 16	16	
Revise Sheet 17	4	
Revise Sheet 18	4	
Revise Sheet 19	4	
Revise Sheet 20	4	
Revise Sheet 21	4	
Revise Sheet 22	4	
Redraw Sheet 23	8	
Redraw Sheet 24	8	
Study Sheet 25	40	
Revise Sheet 25	16	416
Sheet 27 - Study Grades	300	
Move Bents	24	360
Redraw Sheet 27	24	
Make Up Sheet 27A	12	
Revise Sheet 28	8	
Revise Sheet 31	16	
Revise Sheet 32	16	
Revise Sheet 33	8	
Revise Sheet 34	8	
Revise Sheet 35	4	
Redraw Sheet 36	16	
Redraw Sheet 37	16	
Revise Sheet 38	8	
Revise Sheet 39	4	
Revise Sheet 40	4	
Revise Sheet 41	4	
Revise Sheet 42	4	
Revise Sheet 43	4	
Revise Sheet 44	4	
Revise sheet 46	4	
Revise sheet 47	4	
Revise Sheet 48	2	
Revise sheet 49	4	
Revise Sheet 50	4	
Revise sheet 51	4	506

Transfer Lighting Data to new sheets	52	12✓
	53	12✓
	54	12✓
	55	12✓
Transfer Sign Data to new sheets	56	8✓
	57	8✓
Transfer Underbridge treatment to new sheets	58	4
	59	6
Transfer Foundation Data to new sheets	60	8
	66	12
Revise Shts. 61 thru 65		24
Revise shts. 67 thru 75		30

NOTED
TOM EDWARDS

NOTED
D. O. Christensen

Form F-155-2M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 2

Bridge Fremont Interchanges County Mult.

Calculated by Wood Date Sept. 20, 1967 Bridge No. 8958
9268

Engineering Estimote (Revise Rdwys.)

Architectural			—	
Structural Design	998	Hrs. @ 5.80 =	$5,788	
Electrical	48	Hrs. @ 6.00 =	288	
Soils & Foundations	74	Hrs. @ 6.00 =	444	
	1120			$6520
Overhead				4050
Reproduction & Supplies			$300	
Computer Expense			200	
Communications			50	
Travel & Subsistence			800	
Report Printing			1,000	
				2,350
Subtotal				$12,920
Profit				1,580
				$14,500

HOWARD, NEEDLES, TAMMEN & BERGENDOFF MADE BY MJK DATE 9-5-67 JOB NO. 1927-11-00

CALCULATIONS FOR FREMONT BRIDGE APPROACHES

REVISIONS REQ'D TO UPDATE PRELIMINARY PLANS

Sheet Nos.	TITLE	CORRECTIONS O.K	PART	REV.	MH REQ'D	REMARKS
1 ✓	Cover	✓				
2-4 ✓	X-Sections		✓		3 Dwgs. @ 40 = 120	Study Gdr. Spacing
5-6 ✓	Details	✓				
7 ✓	Plan - W I/C			✓	1 Dwg 225	Incl. Layout Studies
8	Curve Data		✓		1 Dwg. 20	
9-11 ✓	Perspectives	✓				
12-14 ✓	Pier Elevs		✓		3 Dwgs @ 40 avg. = 120	Incl. Pier Studies
15-24 ✓	Bridge Elevs.			✓	10 Dwgs @ 25 avg. = 250	
25-26 ✓	Alt. B & C	✓				
27 ✓	Plan - E I/C ✓			✓	1 Dwg. 225	Incl. Layout Studies
28 ✓	Curve Data		✓		1 Dwg. 20	
29-30 ✓	Perspectives	✓				
31-34 ✓	Pier Elevs.		✓		4 Dwgs. @ 35 avg. = 140	Incl. Pier Studies
35-45 ✓	Br. Elevs.			✓	11 Dwgs. @ 20 avg. = 220	
46-51	Str. "A" Modific.			✓	6 Dwgs. @ 30 avg. = 180	Incl. Studies
52-55 ✓	Lighting		✓		4 Dwgs @ 10 avg = 40 ✓	
56-57 ✓	Signing		✓ ✓		2 Dwgs. @ 10 avg = 20 ✓	Incl. Clearance Studies
~~58-59~~	~~Interbridge~~		✓		~~2 Dwgs @ 10 avg = 20~~	
60-76 ✓	Foundations	✓				
	TOTAL Dwgs				1600 MH	

Drawings and Design Studies 1600
Checking & Supervision 160

1760 MH

Vertical Geometry 200 per I/C * 400 MH
Horizontal Geometry 50 per I/C ** 100 MH

2260

Expenses $1100

* Includes revising grades for vertical clearance thruout and for merging at gore points.

** Includes shoulder transition curves

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

September 19, 1967

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: East and West Fremont Interchanges;
Bridge Nos. 8958 and 9268

Dear Mr. Merchant:

In accordance with the discussion we had with you by telephone, we are enclosing herewith a copy of the breakdown of manhour requirements for updating preliminary plans. Under separate cover, via air freight, we are forwarding to you a set of plans on which we have identified in red sketches and details which it will be necessary to revise and restudy. These are being submitted to you in support of our proposal dated September 7, 1967.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

Jos. Sorkin

JS:vo

cc F. E. Bleistein

NOTED
TOM EDWARDS

ALEXANDRIA, VIRGINIA AUGUSTA, MAINE BOSTON, MASSACHUSETTS CLEVELAND, OHIO DALLAS, TEXAS FAIRFIELD, NEW JERSEY
HARRISBURG, PENNSYLVANIA KANSAS CITY, MISSOURI LAHORE, WEST PAKISTAN MIAMI, FLORIDA MILWAUKEE, WISCONSIN MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK ORLANDO, FLORIDA OVERLAND PARK, KANSAS PHILADELPHIA, PENNSYLVANIA SEATTLE, WASHINGTON WASHINGTON, D.C.

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SEP 20 1967

FOR FILING

I-405-8(20)363
7214

September 20, 1967

5982

Mr. F. E. Bleistein
Howard, Needles, Tammen and Bergendoff
Consulting Engineers
1326 Fifth Avenue
Seattle, Washington 98101

Re: Fremont Bridge Approaches

Dear Mr. Bleistein:

I have your letter of September 5 concerning retained percentage on work performed for you by the subcontractor, Soils Sampling Service, Inc.

It is the intent and our interpretation of Section 4 titled "Payment", Article 2 titled "Partial Payment", page 13 of the agreement, that the language of the article applies to all work performed by the consultant, whether it be by the consultant or an authorized subcontractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf ja

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SEP 20 1967

FOR FILING

I-405-8(20)303
7214

September 20, 1967

5982

Mr. F. E. Bleistein
Howard, Needles, Tammen and Bergendoff
Consulting Engineers
1326 Fifth Avenue
Seattle, Washington 98101

Re: Fremont Bridge Approaches

Dear Mr. Bleistein:

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It is the intent and our interpretation of Section 4 titled "Payment", Article 2 titled "Partial Payment", page 13 of the agreement, that the language of the article applies to all work performed by the consultant, whether it be by the consultant or an authorized subcontractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf ja

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1326 FIFTH AVENUE, SEATTLE, WASHINGTON 98101
TELEPHONE: CODE 206, MAIN 3-4680

PARTNERS
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1903 - 1953
HENRY C. TAMMEN
1908 - 1961

September 5, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Re: Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Cooper:

We wish to acknowledge and thank you for the States' check in the amount of $49,850.55, representing a 90% payment of our invoice (2-1927-55) for the soils borings and sampling services performed by our Sub-Contractor, Soils Sampling Service, Inc.

In the transmittal of our invoice we failed to note that the amount being billed was a final amount for all soils sub-contract services contemplated for the project.

The partial payment clause in our agreement is not clear to us in this regard and consequently, since the billing concerned a reimbursible item of expense no retainage was shown on our invoice. We would appreciate your comments in this connection as we are anxious that our billings be in accord with the States' normal practices.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

F.E. Bleistein

Microfilmed
RD

FEB:ss

cc: Mr. K.T. Lincoln

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 8 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

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1967
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STATE HIGHWAY ENGINEER

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SEP 1 8 1967

SP*23657-734

FOR FILING

I-405-5(50)383

7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 7, 1967
Salem, Oregon

To: Memo To The Files

SUBJECT: Fremont Bridge Approaches
Meeting with Consultant Engineers

During the first part of the meeting on Thursday, August 31, 1967, the following persons were present: Mr. Joe Sorkin, Mr. F. E. Bleistein and Mr. Jack Kopetz of the firm of Howard, Needles, Tammen & Bergendoff and Mr. Tom Edwards, Assistant State Highway Engineer, Mr. Ivan Merchant, Bridge Engineer, and the undersigned. The following items were discussed:

1. The consultant's estimate that they will be able to furnish completed plans and specifications for the West Fremont Interchange on June 1, 1968.

2. An early completion date will be called for in the "Special Provisions" for a portion of the West Fremont Interchange. It shall be the portion that will make functional the connections between the Stadium Freeway and Upshur and Thurman Streets.

   Two prints each of three detail sheets, prepared by the Metro Division, were handed the Consultant indicating the construction necessary to accomplish the temporary connections to Johnson and Kearney Streets upon completion of the present Stadium Freeway contract.

3. It was mentioned by Mr. Tom Edwards that the main Fremont pier contract will be let in January of 1968 and that it is planned to contract the superstructure of the river crossing in October of 1968.

4. Mr. Joe Sorkin pointed out that the change in roadway widths necessitates additional work to Phase I in order to bring the preliminary work up to the point where final design can be started. Mr. Edwards agreed that the consultants should be compensated for this additional work with the following things to be done:

NOTED
TOM EDWARDS

a. Howard, Needles, Tammen & Bergendoff to submit written request for payment which shall include an estimate of their cost.

b. Bridge Division will independently evaluate the cost of bringing the preliminary plans up to date.

c. The Bureau of Public Roads will be asked for their participation on either a lump sum or force account basis dependent upon how close the consultant's estimate is in agreement with the Bridge Division's estimate.

d. Howard, Needles, Tammen & Bergendoff are to include in their written request their latest contract plan's completion times for both the West Fremont Approach and the East Fremont Approach.

5. It was agreed by *all* parties that the preliminary plans with the revised roadway widths marked thereon together with 4 copies of the "Criteria for Design" would be submitted to the division office of the Bureau Of Public Roads at this time rather than revising the tracings, etc., which would thereby delay the preliminary submission to the Bureau of Public Roads. The Bridge Division will make such changes to the typical cross sections shown on the preliminary plans as are required prior to submitting these drawings to the BPR. It was specifically mentioned that the "EN" structure would be shown as 26' wide (4', 12', 10').

6. The finishing of the deck surface was discussed and it was decided that there would be no special finish of the shoulder areas (such as a rumble effect). Any differentiation between travel lanes and shoulder areas would be accomplished by painted stripes or possibly a different surface color.

7. A lengthy discussion of safety treatment of gore areas resulted in agreement that impact absorbing barriers of different types would be subject to further study.

8. The consultant will include in his plans such Oregon Bridge Department standard drawings as are appropriate.

9. The State of Oregon will develop the required plans for a drainage collector system to accommodate the bridge drainage at the ground level.

After the discussion outlined above the afore mentioned persons, with the exception of Mr. Tom Edwards, discussed the individual items set forth in the "Criteria for Design of the Structures." The results of this discussion are contained in the comments following each item of said criteria, copies of which will be submitted to the Division Office of the Bureau of Public Roads on September 8, 1967. Also discussed were the following items.

1. The consultant shall furnish the State with the coordinates of any columns which are to be located in close proximity to railroad tracks or streets. The State will field check the actual clearances.

2. The State will not consider welding of reinforcing steel in lieu of splices.

The following material was given to Jack Kopetz.

1. Standard drawing no. 2105 which shows the type "B" inlet which accommodates the drain pipes from the structure.

2. Copy of page 100 (standard super-elevation chart) of Oregon State Highway Department Technical Bulletin #19.

3. Two copies of our Supplemental Standard Specification which modify the sections of our Standard Specification relating to structural steel, metal handrails, testing of air-entraining admixtures, concrete surface finishing and other miscellaneous items.

The State agreed to furnish Howard, Needles, Tammen & Bergendoff with the following material.

1. A copy of our Bridge Division Office Procedure Memo.

2. The special provisions for a job which contains our usual specifications relating to the ordering of piling.

3. Prints of our standard prestress beam drawings.

As a final point of discussion, Mr. Jack Kopetz indicated that he would send to the State an outline of their design analysis methods for curved steel girders.

A copy of the Supplemental Standard Specifications referred to above is attached to this Memo.

L. L. Wallace
Chief Design Engineer (Bridge)

LLW:jf

cc: Tom Edwards
A. W. Parsons
Attn: Roy Tokerud
Howard, Needles, Tammen & Bergendoff

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SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PARTNERS
RUBEN N. BERGENDOFF
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ELMER K. TIMBY
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

ASSOCIATE
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THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

September 5, 1967

OREGON STATE HIGHWAY DEPARTMENT COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 3-1927-11-12

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for east and west approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS			
Engineering Fee:	$ 64,000.00		
Complete at 8/31/67	100%		
Amount Earned		$ 64,000.00	
Less 10% Retainage		6,400.00	
		57,600.00	
Less Previous Payments		51,264.00	
Total Preliminary Plans			$ 6,336.00
FOUNDATION INVESTIGATION AND REPORT			
a. Lump Sum Engineering Fee	$ 19,000.00		
b. Administrative Fee for Subcontract Work	5,000.00		
Total Foundation Investigation and Report	24,000.00		
Complete at 8/31/67	100%		
Amount Earned		24,000.00	
Less 10% Retainage		2,400.00	
		21,600.00	
Less Previous Payments		0.00	
Total Foundation Investigation and Report			21,600.00
Amount Due This Invoice			$ 27,936.00

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jos. Sorkin

3. Bridge Plans	100	36.9	36.9		
4. Electrical	100	5.9	5.9		
5. Signing	100	4.8	4.8		
6. Soils & Foundation	100	1.2	1.2		
SEGMENT TOTAL		100.0	100.0	4.8	4.80
B. FOUNDATION INVESTIGATION (1927-12-00)					
1. Boring Sub-Contract (1927-55-00)	100	75.0	75.0		
2. Field Inspection } 1927-12-00	100	16.2	16.2		
3. Analysis	100	8.8	8.8		
SEGMENT TOTAL		100.0	100.0	5.5	5.50
C. FINAL PLANS (1927-23-00)					
1. Architectural		0.1			
2. Structure Design		18.7			
3. Structure Plans		75.3			
4. Highway Plans		3.0			
5. Electrical Plans		2.0			
6. Special Provisions		0.9			
SEGMENT TOTAL SEGMENT TOTAL		100.0 100.0	0 0	83.3 83.3	0 0
D. SHOP DRAWING REVIEW (1927-44-00)		100.0	0	6.4	0
JOB TOTAL				100.0	10.30

% COMPLETE TOTAL 10.30

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FOR FILM

I-405-8(20) 313
7214

August 18, 1967

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Jack Kopeta
Project Manager

5920

Subject: East and West Fremont Intchgs.
Brs. Nos. 8958, 9268

Gentlemen:

A determination has been received from the Bureau of Public Roads as to roadway widths on the various connecting lines in the East and West Fremont Interchanges.

I am enclosing two copies of a letter dated August 4, 1967, from the Bureau of Public Roads regarding roadway widths as well as several other items which they believe should have attention in the final design of the approaches.

Also enclosed, are two prints each of four drawings indicating shoulder widths in blue, green and red for 4', 6' and 10' shoulders respectively.

Under separate cover I am sending you two reproducible films indicating the revised alignment made necessary to meet the revised lane lines on the main river crossing.

With the above material, it should be possible for you to make the final layout for bent placement and span arrangements.

I am also enclosing a sketch on legal-size paper dated 8-11-67 in pencil which indicates a proposed revision in the location of Pier No. 10 on the "WE" line. I think the reason for this revision will be apparent as it is necessary to keep Knott Street open.

The last sentence of Item 3 in the Bureau of Public Roads' memorandum enclosed, refers to impact absorbing devices at the roadway gore points as a safety matter. It is our understanding that Cornell

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University is working on such a project for the Highway Research Board; however, we have no direct knowledge of this fact. Some thought has been given to this matter since one of our earlier meetings and it is believed that a heavy rubber bumper could be devised to fit against a concrete gore post that would absorb the energy of an out-of-control vehicle and provide a measure of safety to its occupants. The Lord Manufacturing Company, a division of Lord Corporation, Erie, Pennsylvania 16512, makes such a device for marine fender installations and for miscellaneous industrial installations. It is possible that they could be prevailed upon to use their knowledge of the impact absorbing qualities of rubber to develop something along the line mentioned.

In our telephone conversation of yesterday, you mentioned that the preliminary plans, estimates and report would be in the mail this date. At the present time, it would seem that a meeting in Salem to discuss all matters pertaining to the project should be set for Wednesday, August 30th. Please advise if this date is not satisfactory to you and in turn, if the State desires to postpone the meeting, we will advise you at the earliest possible time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young

P. S. Also enclosed, is one set of coordinates covering the line revisions mentioned above.

LHH:mb
Encls.
cc: Ivan D. Marchant

Tracings to be sent under separate cover.

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

Memorandum

Edwards

DATE: August 4, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

O. W. Parsons

FROM : O. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Interchange
Structure Widths

The roadway widths as proposed in your submission of June 22 have been reviewed and are approved subject to the following:

1. The SW ramp on the East Fremont Interchange is considered to consist of a single through lane plus an auxiliary climbing lane and it is necessarily restricted to a single lane at the merging end. Under these conditions we will approve a 34-foot roadway for this ramp, rather than the 40-foot width proposed. 4-12-12-6

2. For all single-lane ramps we will approve a 26-foot roadway, rather than the proposed 28-foot roadway. The 26 feet is the standard width you have been using for single-lane ramps not on structures.

3. Where roadways fork on the structure, consideration should be given to providing neutral areas in advance of the nose (for example, the SW and SE line fork has a limited neutral area where the roadways curve in opposite directions). Current practice should be liberalized with greater offset to structural elements such as bridge rails and a greater distance provided between the actual point at which the travel lanes separate. In addition, we recommend the use of some impact absorbing devices now being developed as previously discussed with your people.

4. Careful analysis should be given to lane designation in the area south of the merge of the ES and WS lines in the West Fremont Interchange.

Mention that width they have approved? R/O to consultant

5. Added shoulder width for the EW and SW ramps could tend to restrict the merging distance necessary for access from the Stadium Freeway to Upshur Street because of grade restrictions. This feature should also be considered.

Copy - Young Mr. Silas

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6. As previously discussed with your people and the consultants, we strongly recommend that some type of treatment be provided to identify and delineate the wide shoulders, and which will discourage the use of the shoulders as a driving lane. We have requested further information on this from our Washington office.

In view of the complexity of the interchanges, we feel that consideration of items 3 through 6 might enhance the safety of the freeway. Peak operational traffic problems that could be aggravated by added shoulder width could also create some additional safety hazards. We therefore recommend that you give these items further study.

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HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

July 28, 1967

Maison

Oregon State Highway Department Commission
Salem
Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Cooper:

We have received and wish to thank you for your check in the amount of $ 51,264.00 in payment of our Invoice No. 1-1927-11 for engineering services in connection with the design and construction plans for the Fremont Bridge.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

K. T. Lincoln

K. T. Lincoln
Controller

KTL:eg

Orig to Maison
8-1-67

NOTED
R. L. PORTER

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JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGIN

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FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fremont Approaches Foundation Exploration

WEEK ENDING: July 8, 1967

SECTION PREFIX: 26-1973

HIGHWAY:

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Foundation Exploration

XXXXXXXX Consultant
CONTRACTOR: Howard, Needles, Tammen & Bergendoff

CONTRACT NUMBER:

FEDERAL AID PROJECT NUMBER: I-405-8(1)301

DATE OF CONTRACT:

DATE WORK STARTED: June 8, 1967

ESTIMATED COMPLETION DATE: July 8, 1967

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ Does Not Apply

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $

ENGINEERING AUTHORIZATION: $

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $

ENGINEERING COST TO DATE: $

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . ____%

PERCENT OF AUTHORIZATION . . . . . . ____%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		Does Not Apply					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	Does Not Apply				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					

NUMBER OF SHIFTS PER DAY: 1

HOURS PER SHIFT: 8

EQUIPMENT USED DURING THE WEEK: Mobile Drill rigs, churn drill rig, Becker Hammer drill, truck, pick-up and small tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Does Not Apply						
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		Does Not Apply		
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 10 1967
1,2,3,4,5,6
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	~~No Activity.~~
TUESDAY	Holiday - No Activity.
WEDNESDAY	Drilling on WF 14, WF 17 two rigs. Drilling with Becker hammer on WF 10, WF 14.
THURSDAY	Drilling on East side with two mobile rigs Holes WF 21, WF 22, WF 23. Drilling in morning with the Becker Hammer but shut down for repairs in afternoon. Working on hole WF 21.
FRIDAY	Drilling on East side with mobile cranes. Becker drill working on West Side on WF 21. Churn drill working along side for comparison. Most of remaining work will be performed by Becker Hammer.
SATURDAY	

REMARKS

Most of remaining work will be performed by Becker Hammer.

SIGNED Robert H. Shotwell

990 N. Stanton St.
Portland, Oregon 97227
LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

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JUL 24 1967
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-405-8(20) 303
7214

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 5, 1967

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Joseph Sorkin

Gentlemen:

Re: Fremont Bridge Approaches
Bridge Nos. 8958 & 9268

Enclosed herewith please find a copy of a memorandum dated June 21, 1967, from the Bureau of Public Roads on the design of bridge deck slabs. The State is in agreement with the thoughts in this memorandum inasmuch as a concrete bridge deck under very heavy traffic will deteriorate in time and require a wearing surface. It is our belief that our normal working stresses for concrete and reinforcing steel should be used but that the special provisions should require a minimum of 4,000 psi concrete in the deck and with a w/c ratio to produce not more than a 2½ inch slump.

In the weekly progress report for the week ending June 29th the preliminary plans and estimates phase of the project are estimated to be 89% complete. At the present time the request for wider shoulders has been made to the Bureau of Public Roads; however, it may be some weeks before we have any decision from them regarding roadway widths. For this reason the State desires that you proceed with the submission of the phase I portion of the work on the basis of the geometry furnished you previously which is basically 6' right and 4' left shoulders. Inasmuch as only Items IV-1-A and B are authorized at this time, it is not believed that we should delay the submission of the preliminary plans and estimates to wait for the roadway width determinations. The above items are mentioned because of the second paragraph in your weekly progress report dated June 22. It is realized that the revision in roadway widths will require some changes in the plans; however, the final phase only will be revised for the final roadway widths.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:ew
Enc.
cc: F. E. Bleistein
Tom Edwards

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSASCITY

PARTNERS
RUBEN N. BERGENDOFF
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ELMER K. TIMBY
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1903 - 1953
HENRY C. TAMMEN
1908 - 1961

June 30, 1967

OREGON STATE HIGHWAY DEPARTMENT COMMISSION
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Kansas City, Missouri

Invoice No. 1-1927-11

Re: PROJECT: Fremont Bridge Approaches
Portland, Oregon

For engineering services in connection with the design and construction plans for east and west approaches to the Fremont Bridge over the Willamette River at Portland, Oregon, in accordance with Agreement dated the 14th day of March, 1967:

PRELIMINARY PLANS

Engineering Fee:	$ 64,000.00	
Complete at 6/29/67	89.0%	
Amount Earned		$ 56,960.00
Less 10% Retainage		5,696.00
		51,264.00
Less Previous Payments		0.00
Amount Due This Invoice		$ 51,264.00

We certify that the above statement
is just and correct and payment has
not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By Jos. Sorkin

FORM E-123X

COMMISSIONERS
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MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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JUN 27 1967

I-405-1(60)[illegible]
7214

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 23, 1967

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Jack Kopetz
Project Engineer

Subject: Fremont Bridge
East Approach
Br. No. 8958

Gentlemen:

Two copies of the minutes of the meeting held in the Highway Department on June 14th have been received.

Your Item 3 referred to the increased roadway widths on the approaches. This matter has been presented to the Bureau of Public Roads and you will be notified of the changes at the earliest possible time.

Item 5 a. refers to the EN structure over Mississippi Avenue near Monroe Street. At the time of initial construction, waste material out of the Minnesota Freeway north of this area was placed in the general area south of Monroe Street and west of Mississippi Avenue. For this reason, the structure on the EN line should be shortened to clear only Mississippi Avenue and the fill slopes. The structure should be long enough to provide a minimum of ten feet of berm back of the curb line on Mississippi Avenue.

The State is in agreement with all the other items listed in your memorandum of the meeting. At this meeting, you requested certain material for use in preliminary and final design. Under separate cover, I am sending you the following prints:

1. Two prints of Dwg. No. 2070 which gives the details for reinforced concrete pavement and bridge end panels.

2. Two prints each of 34 drawings covering road construction plans throughout this area. These drawings are not noted to be "As Constructed"; however, there are pencilled notes on the prints

NOTED
TOM EDWARDS

which indicate the revisions made during construction.

3. One print each of Dwg. No. 17801 to 17870, inclusive, being "As Constructed" prints of Structure "A" of the East Fremont Interchange.
4. One print each of Dwg. No. 17230 and 15288 which are retaining wall details at Sta. 310+00 on the Minnesota Freeway and north of the existing structure.
5. One print of Dwg. No. 14660, a standard drawing covering miscellaneous details.
6. One print of Dwg. No. S-267 - precast slope paving details.

Other details requested will be sent you as they become available.

During the meeting on June 14th, the question of vertical columns at Johnson Street in the West Fremont Interchange was discussed and you requested elevations of the existing street. I am enclosing herewith, a profile and three sheets of level notes covering the elevations of the existing street.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encl.

cc: Mr. Tom Edwards

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JUN 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 26 1967

A

I-405-8(20)
7214

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

INTER-OFFICE CORRESPONDENCE

Job No	Received	Comment	Note & Ans	Note & Ret	Note & File	Note & Rec	Noted	Answered

To ... File

From Jack Kopetz

Subject ... Fremont Bridge Approaches
Portland, Oregon

Date 6-16-67

A meeting was held on Wednesday, June 14, in the highway building in Salem to discuss the preliminary studies for the Fremont Bridge Approaches. Attending were:

Oregon State Highway Department:
- Mr. Tom Edwards, Assistant State Highway Engineer
- Mr. Ivan Merchant, Bridge Engineer

Bureau of Public Roads:
- Mr. Russell Stevenson, Regional Bridge Engineer
- Mr. Roy Tokerud, Division Bridge Engineer
- Mr. Herb Shell, Portland Area Engineer

Howard, Needles, Tammen & Bergendoff:
- Mr. Joe Sorkin
- Mr. Frank Bleistein
- Mr. Donald Stevens
- Mr. Jack Kopetz

Also attending (for a portion of the presentation) were Mr. R. L. Porter, Deputy State Highway Engineer, Mr. Fred Klaboe, Assistant State Highway Engineer, and Mr. Al Parsons, Division Engineer for the Bureau of Public Roads.

The delineations and preliminary studies were presented and discussed in detail. The original drawings and prints of the preliminary plans were left with the State for their use and review. The following summary lists the items discussed and the conclusions reached.

1. In general the concept of pier and structure types as presented were favorably received subject to consideration of further cost studies to be made. The span layouts presented were acceptable, with the Bureau of Public Roads representatives indicating a preference for Alternate A on the West Interchange. It was generally agreed that since many spans were fixed in length by clearance requirements, little could be done with alternate span arrangements which would improve that shown. We emphasized that the preliminary report would include studies of alternate structure types for all span layouts.

Copy – M. Cooper, Porter, Klaboe
(for info) Merchant
6-26-67

NOTED
TOM EDWARDS

FORM 17-964-20

2. The steel box girder type of construction was discussed extensively. Mr. Sorkin pointed out that it has not been used in this country to any significant extent and that there were uncertainties of cost. Studies made with mid-western fabricators indicate a difference of 10 to 14 percent could be expected. Mr. Sorkin proposed the following:

   a. That we contact some west coast fabricators to determine their opinions on the cost for the box girder and conventional girder construction on this bridge. The State concurred and suggested we similarly contact the larger national steel companies.

   b. There could be advantages in designing and letting the contract for the West Interchange ahead of the East Interchange. Thereby, if a combination of circumstances resulted in an irregularly high cost, consideration could be given to revising a portion of the West Interchange and/or changing the structure type on the East Interchange final design. Design time for each interchange if done separately would be nine months. It appears this sequence of construction if followed would permit completion of both interchanges within the scheduled time of construction for the main bridge. The State will review this proposal with consideration of the construction schedule for the main bridge and availability of funds. It should be noted that the SW and WS portions of the West Fremont Interchange from the Stadium Freeway at Johnson Street to the 21st. Street ramps between Upshur and Thurman could be used by traffic prior to the completion of the main bridge if desired.

3. The State desires to use increased shoulder widths on the Main expressways and some of the turning movements. We pointed out that although this would not affect the structure or pier types, it would have some effect on the span layouts and grades. The State will review the shoulder widths with regard to traffic needs and determine the structure widths desired. We will review and revise the span layouts, grades, and geometry where required upon receipt of the revised widths.

4. Street relocations and layout controls on the West I/C:

   a. Relocation of Savier between 17th and 19th Streets would involve right-of-way problems. (See inter-department letter Mr. Benedict to Mr. Olsen). We should revise our pier to fit the present street or limit the relocation to the street right-of-way.

   b. Relocation of 16th Street from Petty Grove to Savier is ok. if cost of street construction is justified by savings on bridge.

c. The street vertical clearance at Johnson Street is less than 15 ft. with a four foot structure depth based on elevations shown on the photogrammetric base map. The State will make a survey to verify the elevations and a clearance of 16 ft. will be provided by tapering the structure and possibly dropping the street grade.

5. Street relocations and layout controls on the East I/C:

a. The EN structure over Mississippi was apparently extended to provide access to property. The cost of the property would be less than the cost of extending the structure. However, the stability of a deep embankment west of Monroe Street on the steep slope was questioned. The State will investigate this to determine if the structure should be shortened.

b. Albina may be shifted slightly at Graham with consideration of clearance to the existing bridge.

c. Graham may be relocated at Interstate Avenue. Consideration should be given to adequate sight distances in making the cut.

d. The report by Mr. Diffenderfer considers the use of the present National Carloading Corp. warehouse floor as an open loading dock and construction of a new building to the north with access for trucks along-side Interstate Avenue. Although our piers are not quite the same as those assumed by Mr. Diffenderfer, it was not thought any problems would arise. The ends of the tracks along the dock could be moved northward slightly to clear the column.

6. The State will send our pier studies to P.B.Q. and D. so they can work out the end piers for the main bridge. We should get together with them to work out details of supports for the approaches on the pier or preferably by seats incorporated in their portal.

MJK:mh

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JUN 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1967

SUBJECT: Fremont Bridge Approaches
Brs. Nos. 8958, 8968

To: MEMORANDUM OF MEETING

L

At the request of Howard, Needles, Tammen & Bergendoff, engineering consultant for the design of the east and west Fremont approaches, a meeting was held in the Highway Building on June 14th. Those in attendance were:

Howard, Needles, Tammen & Bergendoff:
    Joseph Sorkin
    Frank Bleistein
    Jack Kopetz
    Don Stevens

Bureau of Public Roads:
    A. W. Parsons (Part time)
    Roy Tokerud
    Herbert Schell
    Russell A. Stephenson

Oregon State Highway Department:
    Tom Edwards
    Ivan D. Merchant
    R. L. Porter (Part time)
    F. B. Klaboe (Part time)

The meeting was requested by the consultant to discuss the project in general. Many items in the overall project were discussed as listed below with the discussion primarily limited to the west approach.

The consultant furnished architectural renderings of structure elevations and individual bents to indicate their general thinking of the final shape. The consultant is considering several different types of superstructure and upon submission of their preliminary drawings, will have complete estimates of three different types of superstructure as required by the engineering contract.

NOTED
TOM EDWARDS

The structure types and limits of each type were discussed and the State, the Bureau and the consultant are in general agreement on types and limits of types. This will be finally verified upon submission of the preliminary drawings and estimates.

The consultant would like to concentrate on the west approach to the end that a contract for this portion of the work could be awarded as early as possible to verify structure costs. The State indicated that it would analyze its financial capabilities in the overall project and advise the consultant regarding contracting of the east and west approaches.

The consultant was advised of a possible change in roadway widths which would be occasioned by increased shoulder widths to match the increased shoulder widths on the main span. They will be advised at the earliest possible time as to these possible revisions; however, this will not delay the preparation of their preliminary plans, estimates, etc.

Mr. Kopetz, project engineer for the consultant, listed a few items which the State is to furnish for the preparation of preliminary and final design plans. These will be taken care of at the earliest possible time. Mr. Kopetz qill also write a memorandum of this meeting.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM:mb

cc: Mr. Tom Edwards
Mr. Joseph Sorkin
Howard, Needles, Tammen & Bergendoff
Kansas City
Mr. F. E. Bleistein
Howard, Needles, Tammen & Bergendoff
Seattle
Mr. Roy Tokerud (BPR)

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STATE HIGHWAY ENGINEER

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I-405-8(20) 503
7214

June 8, 1967

5719

Mr. F. E. Bleistein
Howard, Needles, Tammen and Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

Re: Oregon Project I-405-8(1)301
Fremont Bridge Approaches

Dear Mr. Bleistein:

This is to confirm verbal approval given you previously for the subcontract with Soil Sampling Service, Inc., on foundation exploration for the Fremont Bridge approaches. I am enclosing a copy of a memorandum from the Bureau of Public Roads dated June 2.

As per our previous conversation, you will keep us informed on approximately a weekly basis of the status of the foundation drilling.

Our Metaxpolitan Engineer's office is making arrangements for easements on city property and our Utilities Engineer will make the necessary arrangements for work on railroad properties.

At the recent predrilling conference, you requested a copy of our railroad consultant's report on railroad matters. I am enclosing a copy of the report as prepared by Mr. James W. Diffenderfer entitled "Effect of the Fremont Bridge Upon Railroad Operations". As you will note, this report is to the Highway Department only and any statements or recommendations in this report are to the Highway Department and are not necessarily approved for agreement by any of the numerous railroad companies involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
A. E. Johnson (enc.)
T. W. Litchfield (enc.)

IDM:mb ja

Enc.

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 2, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(1)301, Fremont Bridge
Foundation Exploration

We have reviewed your letter of May 24 signed by Mr. Tom Edwards and the additional correspondence between the firm of Howard, Needles, Tammen & Bergendoff and the Soil Sampling Service, Inc. on the subject foundation exploration. This correspondence dates from April 26, 1967 until your letter of May 24, 1967.

We find the submission acceptable and hereby confirm the verbal approval given you May 12, 1967 by Mr. Tokerud. We request that you keep us informed as to the progress of this operation and that significant revisions be submitted for our review.

We understand that right of way easement for drilling has not been obtained for the railroad and City property. These easements should be obtained prior to work in this area.

Copy - Young, Steen, file

NOTED
TOM EDWARDS

Merchant
RD

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 7 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

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JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 26 1967

FOR FILING

Const
Proj
Minn - Portland

Fremont Br.

Consult

May 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

Re: Foundation Exploration
Fremont Bridge Approaches
Project I-405-3(1)301

Following our letter of May 11, 1967, to our consultant (copy to Roy Tokerud of your office) the consultant proposes to accomplish the foundation exploration by letter agreement with Soil Sampling Service, Inc., for the necessary drilling and Shannon and Wilson, Inc., for laboratory testing of samples. Copies of the proposed letter agreements are attached along with the consultants letter of transmittal.

The proposed letter agreements are satisfactory to the Department. Will you please review the proposals and advise us as to whether or not they meet BPR requirements.

We agree with the consultant that the subcontract authorization should be $60,300. An estimated amount of $50,000 was set up in the agreement for the foundation work. Authorization of $60,300 will not exceed the overall limiting amount of the agreement. We intend to give the Becker Hammer Drill a thorough trial before accepting it on the work.

Payments to the consultant will be per his proposal of May 2, 1967. A copy of this proposal was handed to Mr. Tokerud on May 5, 1967.

We would appreciate an early reply as the consultant must get started on this work at the earliest possible time.

Very truly yours,
Forrest Cooper
State Highway Engineer
By:

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young

CAG:jf
cc: Tom Edwards
Bridge Division

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1326 FIFTH AVENUE, SEATTLE, WASHINGTON 98101
TELEPHONE: CODE 206, MAIN 3-4660

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1908 - 1961

May 15, 1967

Mr. Thomas Edwards
Assistant State Highway Engineer
Highway Department Building
Oregon Highway Department
Salem, Oregon 97310

Re: Foundation Explorations
Fremont Bridge Approaches
Project I-405-8(1)301

Attention: Mr. Ivan D. Merchant:

Dear Mr. Edwards:

In accordance with your letter of May 11, 1967 and our conversation with Mr. Merchant on Friday, May 12th, we are submitting draft copies of our proposed letters of agreement with Soil Sampling Service, Inc. and Shannon & Wilson, Inc. for performance of the drilling, sampling and testing of soils in connection with the foundation explorations of the east and west approaches to the Fremont Bridge in Portland.

As discussed with Mr. Merchant, it is our hope that the Becker Hammer Unit will be successful in obtaining the information; if so, then a significant savings will result. However, since we cannot at this time guarantee this aspect of the work, we request that the authorization be made on the basis of our estimated cost using a churn drill. As shown by our Estimate "B," sent with our letter of May 2nd, we estimate that the total cost should not exceed $60,300, and we thus request authorization in this amount.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

F. E. Bleistein

FEB/rt
Encls.

cc: Mr. Jos. Sorkin
Mr. Gay Jones
Mr. Cecil Counts

ALEXANDRIA, VIRGINIA AUGUSTA, MAINE BOSTON, MASSACHUSETTS CLEVELAND, OHIO DALLAS, TEXAS FAIRFIELD, NEW JERSEY
HARRISBURG, PENNSYLVANIA KANSAS CITY, MISSOURI LAHORE, WEST PAKISTAN MIAMI, FLORIDA MILWAUKEE, WISCONSIN MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK ORLANDO, FLORIDA OVERLAND PARK, KANSAS PHILADELPHIA, PENNSYLVANIA SEATTLE, WASHINGTON WASHINGTON, D.C.

PUYALLUP, WASHINGTON 98371
5815 NORTH MERIDIAN
PHONE WA 7-3173
SEATTLE, WASH., CALL VE 8-9494

SOIL SAMPLING SERVICE, INC.

Soil Sampling, Test Borings and Horizontal Drains *Geologic Investigations*

May 15, 1967

Howard, Needles, Tammen & Bergendoff
Consulting Engineers
510 Skinner Building
Seattle, Washington

Attention : Mr. F.E. Bleistein

Gentlemen,

Following our discussion of to-day, we are forwarding this supplement to our proposal of May 1, 1967.

You informed us that the Oregon State Highway Department would like a churn drill boring to be put down near the first test boring drilled with the Becker Hammer Drill - so that the results of these two methods can be compared.

Soil Sampling Service Inc. will do this work at the unit costs as set forth in our proposal dated May 1, 1967.

Very truly yours,

SOIL SAMPLING SERVICE INC.

by Gerald T. Sweeney
Gerald T. Sweeney

GTS/as

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1325 FIFTH AVENUE, SEATTLE, WASHINGTON 98101
TELEPHONE: CODE 206, MAIN 3-4680

PARTNERS
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1903 - 1953
HENRY C. TAMMEN
1908 - 1961

May 15, 1967

DRAFT

Mr. Gerald T. Sweeney, President
Soil Sampling Service, Inc.
5815 North Meridian
Puyallup, Washington 98371

Re: Fremont Bridge Approaches
Foundation Explorations
Project. I-405-~~1~~8(1)301

Dear Mr. Sweeney:

Enclosed is one approved copy each of your proposal letters of May 1, 1967 and Supplement of May 15, 1967 for drilling and sampling in connection with the foundation explorations for the east and west approaches to the proposed Fremont Bridge in Portland, Oregon. This letter, together with your approved proposal will serve as the agreement between us for your services.

Your acceptance of this agreement, as evidenced by your endorsement of the attached copy of this letter, is understood to indicate your acceptance of the provisions of Paragraphs (1) through (6) of Exhibit "A" attached. Please return one copy of this letter to us, endorsed in the space provided at the end of the letter.

We require two copies of your certificates covering Workmen's Compensation Insurance and Employer's Liability, Public Liability Insurance for Bodily Injury, and Public Liability Damage Insurance as set forth in your proposal.

Your work will be under the general direction of Mr. Cecil P. Counts of our Seattle office. Under a separate agreement we will use an engineer from the Portland office of Shannon & Wilson, Inc., working under our Mr. Counts, to locate the borings and to generally monitor your work. This engineer will, of course, be acting in the capacity of our representative on the job.

It is understood between us that the total number of holes, and the estimated footage of drilling may be varied as the work progresses, and that the prices quoted by you will remain unchanged. In this regard it is our thinking at this time that possibly some of the Priority 2 borings may be eliminated after completion of the Priority 1 drilling; you will be advised in this respect as soon as the decision is made.

You may submit invoices to us, not oftener than monthly, to cover progress payments for completed work. These invoices will be checked by us and, when approved, will be further submitted to the State for payment. Payments will be made to you promptly by us following our receipt of payment from the State.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

F. E. Bleistein

Encls.

cc: Mr. G. D. Jones
Mr. C. P. Counts
Mr. K. T. Lincoln

Endorsement regarding the acceptance of Exhibit "A" attached:

Soil Sampling Service, Inc.

BY:____________________________

DATE:__________________________

It is understood between us that the total number of holes, and the estimated footage of drilling may be varied as the work progresses, and that the prices quoted by you will remain unchanged. In this regard it is our thinking at this time that possibly some of the Priority 2 borings may be eliminated after completion of the Priority 1 drilling; you will be advised in this respect as soon as the decision is made.

You may submit invoices to us, not oftener than monthly, to cover progress payments for completed work. These invoices will be checked by us and, when approved, will be further submitted to the State for payment. Payments will be made to you promptly by us following our receipt of payment from the State.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

F. E. Bleistein

Encls.

cc: Mr. G. D. Jones
Mr. C. P. Counts
Mr. K. T. Lincoln

Endorsement regarding the acceptance
of Exhibit "A" attached:

Soil Sampling Service, Inc.

BY:____________________________

DATE:__________________________

(1) Compliance with Regulations: The Consultant will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

(2) Nondiscrimination: The Consultant, with regard to the work performed by it after award and prior to completion of the agreement work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the agreement covers a program set forth in Appendix A-II of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this agreement and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

(4) Information and Reports: The Consultant will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the Consultant's noncompliance with the nondiscrimination provisions of the agreement, the State Highway Department shall impose such agreement sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

(a) withholding of payments to the Consultant under the agreement until the Consultant complies, and/or

(b) cancellation, termination or suspension of the agreement, in whole or in part.

(6) Incorporation of Provisions: The Consultant will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The Consultant will take such action with respect to any subcontract or procurement as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the State to enter into such litigation to protect the interests of the State, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1326 FIFTH AVENUE, SEATTLE, WASHINGTON 98101
TELEPHONE: CODE 206, MAIN 3-4680

PARTNERS
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1908 - 1961

May 15, 1967

DRAFT

Mr. Walter L. Wright
Shannon & Wilson, Inc.
1632 S.W. Morrison Street
Portland, Oregon 97205

Re: Fremont Bridge Approaches
Foundation Explorations
Project I-405-8(1)301

Dear Mr. Wright:

Enclosed is one approved copy of your proposal letter of April 26, 1967 for laboratory testing of soil samples in connection with the foundation explorations for the east and west approaches to the proposed Fremont Bridge in Portland, Oregon. This letter, together with your approved proposal, will serve as the agreement between us for your services.

Your acceptance of this agreement, as evidenced by your endorsement of the attached copy of this letter, is understood to indicate~~d~~ your acceptance of the provisions of Paragraphs (1) through (6) of Exhibit "A" attached. Please return one copy of this letter to us, endorsed in the space provided at the end of the letter.

We require two copies of your certificates covering Workmen's Compensation Insurance and Employer's Liability, Public Liability Insurance for Bodily Injury, and Public Liability Damage Insurance.

Assignment of tests will be made by Mr. Cecil P. Counts of our Seattle office. The soil samples will be delivered to your laboratory by Soil Sampling Service, Inc.

You may submit invoices to us, not oftener than monthly, to cover progress payments for completed work. These invoices will be checked

ALEXANDRIA, VIRGINIA · AUGUSTA, MAINE · BOSTON, MASSACHUSETTS · CLEVELAND, OHIO · DALLAS, TEXAS · FAIRFIELD, NEW JERSEY
HARRISBURG, PENNSYLVANIA · KANSAS CITY, MISSOURI · LAHORE, WEST PAKISTAN · MIAMI, FLORIDA · MILWAUKEE, WISCONSIN · MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK · ORLANDO, FLORIDA · OVERLAND PARK, KANSAS · PHILADELPHIA, PENNSYLVANIA · SEATTLE, WASHINGTON · WASHINGTON, D.C.

by us and, when approved, will be further submitted to the State for payment. Payments will be made to you promptly by us following our receipt of payment from the State.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

F. E. Bleistein

Encls.

cc: Mr. G. D. Jones
Mr. C. P. Counts
Mr. K. T. Lincoln

Endorsement regarding the acceptance of Exhibit "A" attached:

Shannon & Wilson, Inc.

By: ______________________

Date: ______________________

RECEIVED
JUN 1 - 1967

FOR FILE

I-405-8(20) 303
7214/ AIRMAIL

May 31, 1967

Mr. Joseph Sorkin
Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Dear Mr. Sorkin:

The proposed meeting with you, Frank Blaistein, Jack Kopetz, and Don Stevens for the morning of Wednesday, June 14, 1967 to discuss the geometrics, span arrangement, aspects of aesthetics, et cetera, concerning the Fremont Bridge approaches is satisfactory to this office and is considered firm.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-5900
CABLE: HOWARDNEED KANSAS CITY

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1908 - 1961

May 24, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

Progress made to date on the studies of the approaches to the Fremont Bridge indicate that within two or three weeks we will have sufficient data to reflect the general concept of the project, particularly as regards the geometrics, span arrangement, aspects of aesthetics, etc. It appears that it would then be highly desirable for us to get together with you for the purpose of a general review of our accomplishments, and to afford us an opportunity to have the benefit of your opinions and ideas. With this in mind, it will be appreciated if we could meet with you and your staff on the morning of Wednesday, June 14, 1967. It is planned that Frank Bleistein and I will have with us Jack Kopetz (Project Engineer) and Don Stevens (architectural treatment).

noted
jm

Looking forward to seeing you.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

JS:vo

cc Mr. F. E. Bleistein

RECEIVED
MAY 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA AUGUSTA, MAINE BOSTON, MASSACHUSETTS CLEVELAND, OHIO DALLAS, TEXAS FAIRFIELD, NEW JERSEY
HARRISBURG, PENNSYLVANIA KANSAS CITY, MISSOURI LAHORE, WEST PAKISTAN MIAMI, FLORIDA MILWAUKEE, WISCONSIN MINNEAPOLIS, MINNESOTA
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PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 2 - 1967

I-405-8(2)
7214

May 26,1967

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention: Mr. Jack Kopetz

Subject: Fremont Bridge Approaches
Interstate 405
Brs. Nos. 8958, 8968

Gentlemen:

In order that signing and illumination details may be designed and detailed, you recently requested certain material from the Highway Department.

I am enclosing a copy of a letter dated May 17th from the Assistant Traffic Engineer which indicates the design criteria for roadway lighting.

Also enclosed, are five unnumbered sheets indicating the proposed signing layout for the main river portion of the Fremont Bridge as well as the approaches. The sign details indicate the location and sign size only. The sign message will be determined at a later date and these details will be furnished you as soon as possible; however, the enclosed material should permit you to proceed with the design and detailing of the signs and sign supports.

For your reference and to indicate the equipment used by the State as well as typical sign details, I am enclosing copies of the proposal and of the contract for the signing of a typical interstate job in Eugene - our Contract No. 6985.

Also enclosed, are single prints of the following drawings covering the signing details for Contract No. 6985. These sheets are: 1, 2C, S-491, S-1, S-2, S-5, S-14, 15, 16, structural Dwgs. Nos. 22478, 22533, 21353 through 21356 and 22848.

The memorandum of the meeting in Salem on May 5th has been received. At this time, I am not able to answer your questions about street relocations; however, by June 2nd we expect to be able to advise

NOTED
TOM EDWARDS

you as to the construction to be used at the various locations.

I am enclosing a copy of a memorandum from the Bureau of Public Roads covering the details of the May 5th meeting.

In your memorandum of the meeting, Item A3 indicates that the concrete block building next to the alley off Russel Street is to remain in place. This has not definitely been determined at this date but will be determined through future negotiations with the Union Pacific Railroad Company. I do not believe the disposition of this building should affect your structural layout.

Please advise if there is anything further that we can furnish you on this project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Tom Edwards
L. E. George

RECEIVED
MAY 2[illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1967

SUBJECT: Illumination & Signing
Fremont Bridge & Interchanges
I405 - Portland

To: L. D. Merchant
Bridge Engineer
BUILDING

In response to your request, there are attached materials concerning signing and lighting on the Fremont Bridge and its approaches.

In regard to signing, there is a sample set of plans and special provisions including the detail sheets used on signing contracts. Also included are sign locations and sign sizes for all guide signs. The messages for the guide signs have not been determined. All guide signs should be illuminated. The sign illumination should be metered separately from the roadway illumination.

To be determined and furnished later.

The roadway lighting should be mercury-vapor with clear lamps. The upper deck illumination should have metal poles with single tapered upsweep mast arms and a minimum mounting height of 28 feet. Poles should not be used on the lower deck. The mast should be attached to the bridge framework.

The roadway illumination should be designed for an average initial foot-candle intensity of 4 foot-candles on the lower deck and 2.5 foot-candles on the upper deck. The initial foot-candle ratio on the roadway should be from 2:1 to 4:1. The luminaire units should have integral ballasts.

For power services, it is suggested that a Pacific Power & Light source on the south side of the bridge at Pier 2E (Sta. 346+24) be used for all units on the southside of the structure and a Portland General Electric source on the north side at Pier 2W (Sta. 367+76) be used for all units on the north side of the structure. The meter should be placed on the power company transformer pad or pole as directed by the power company.

L. E. George
Assistant Traffic Engineer

VPJ:hm
Attachments

MAY 16 1967

I-405-8(20)363
7214

May 15, 1967

Mr. N. J. Kopetz
Project Engineer
Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Re: East and West Fremont
Interchanges
Bridges No. 8958 and 9268

Dear Mr. Kopetz:

I wish to apologize for not being able to meet with you and Mr. Bleistein on May 5. I had fully intended to be able to go over this material with you at the meeting; however, last-minute commitments made it impossible for me to do so.

At the meeting, certain material was requested from the Bridge Division. Under separate cover, I am sending the following material for your use in this project:

1. One set of plans and specifications of the N. W. Johnson-S. W. Montgomery Street Section of the Stadium Freeway which adjoins your project on the west side of the river.

2. Two copies of the treated timber test pile load program and pile lengths for the existing structure on the Minnesota Freeway in the East Fremont Interchange.

3. Two copies of Drawing No. 21170 which indicates a hinge detail in concrete box girders using partial post tensioning.

4. Two copies of Drawing No. S-299 showing our office practice in column and dowell rebar splices.

5. The original architectural sketch of the bent elevations which you left with us, Friday, May 5.

The street revisions which you requested us to consider are now being investigated and as soon as possible, you will be advised as to their admissibility for use in your layouts.

In the original discussions with your company regarding general features of this project, the concept of spans was discussed at considerable length. The reason for this is to eliminate as many columns in the substructure as possible. Many of the bents as indicated by your elevations will be quite costly and it is our belief that longer spans than indicated in your layouts should be used. We are somewhat of the opinion that the span lengths shown will have the appearance of trestle construction.

It is our desire that the concept of long spans with curved beams of whatever material is finally used should be carried out to the fullest extent possible. Please give this matter your immediate and continuing attention prior to the submission of the preliminary plans for the project.

No minutes of the May 5 meeting have been written by members of the Highway Department, as it was our understanding that you would write a memorandum for the meeting from your many notes to cover fully the items discussed. At such time as this memorandum is written, we would desire to receive a copy of it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. Frank Bleistein
Howard, Needles, Tammen
& Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attention A. D. Olson)
Ivan Merchant

(Bridge Division) ja

RECEIVED
MAY 12 1967

FOR FILING

I-405-8(1)303
7214

May 11, 1967

Mr. Frank E. Bleistein
Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

Re: Foundation Exploration
Fremont Bridge Approaches
Project I-405-8(1)301

Dear Mr. Bleistein:

Copy

The proposed foundation drilling plan for the east and west approaches has been received with your letter of May 2. Also included with the letter of May 2, were proposals to you from Soil Sampling Service, Inc. for field exploration and from Shannon and Wilson for laboratory analysis of test samples.

This material has been reviewed in this office and is found to be satisfactory. As discussed with you at our meeting in Salem on May 5, it is believed that Soil Sampling Service should be required to put down a churn drill hole adjacent to a test hole obtained with the Becker Hammer unit. This should be done on the first hole at which the Becker Hammer unit is used, so that the results of this unit can be correlated with those of a churn drill. I believe that you had discussed this with Soil Sampling Service and they had agreed to this proposal.

As required by your contract, a subcontract will be necessary between your company and Soil Sampling Service. Rather than require two subcontracts, I believe it would be better to have Soil Sampling Service retain the services of Shannon and Wilson for laboratory analysis of the necessary samples. In this way, direct contact can be maintained by you through Soil Sampling Service to Shannon and Wilson.

As soon as the subcontract with Soil Sampling Service is received, it will be reviewed, discussed with the Bureau of Public Roads, and upon approval you will be authorized to proceed with the field exploration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. Joseph Sorkin
Howard, Needles, Tammen
& Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Mr. Roy Tokerud
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IDM:mb ja

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1325 FIFTH AVENUE, SEATTLE, WASHINGTON 98101
TELEPHONE: CODE 206, MAIN 3-4680

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1908 - 1961

May 2, 1967

copy to [illegible]
5/5/67 wy
[illegible]

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge Approaches
Foundation Explorations

Attention: Mr. Wm. C. Hill

Dear Mr. Merchant:

In accordance with our agreement we have developed a boring plan for the east and west approaches to the proposed Fremont Bridge and have obtained proposals for the drilling, sampling, and laboratory testing.

Transmitted with this letter are two copies each of the proposals received for the field and laboratory work together with our estimate of the total cost of the subcontract work involved. Sent, under separate cover, are two prints each of our proposed boring plans, Sheets BP-1 and BP-2.

You will find, tabulated on the boring plan sheets, two groupings of the borings. Priority 1 covers the holes which we feel are essential for the preliminary design work now underway. With your early approval, we believe that the majority of the Priority 1 work can be accomplished by the time of our submittal of preliminary plans. Priority 2 covers the additional holes deemed necessary for final design purposes. It is our intention to proceed with these added holes immediately upon completion of the Priority 1 drilling.

We propose to engage Soil Sampling Service, Inc. (of Puyallup, Washington) for the drilling and sampling work. This firm has performed considerable work for us in the Seattle area and we have been quite pleased with their work. For others, they have performed some exploratory drilling in the vicinity of the proposed Fremont Bridge. You will note that they propose the use of a Becker Hammer drill in lieu of a churn drill for the drilling and sampling where their Hollow Stem Auger is expected to be impractical. Although we have not used a Becker Hammer drill on any of our work, we are inclined to accept Mr. Sweeney's explanation regarding the merits of the drill as compared to the use of a churn drill. You will note also that the driller agrees to bring in a churn drill to complete the drilling in the event the Becker Hammer Drill does not prove successful. On the basis of the driller's experience and our estimates of the costs involved (see calculation sheets A and B enclosed) which indicate a potential savings of $6100 (ie, equivalent to $1.10 per L.F. of boring) we recommend that the proposed methods of drilling be accepted.

We propose to engage Shannon & Wilson, Inc. (Portland office) for the performance of the necessary laboratory work.

We estimate that the total cost of the subcontract work (S.S.S. Inc. and S.& W. Inc.) will not exceed $60,300. and that very probably the cost will not exceed $54,200. This, of course, will be dependent on the success of the Becker Hammer drill.

We will be pleased to enter into an agreement with these two firms for the performance of this work in accordance with the provisions of our agreement. In this connection, we would appreciate your early review and authorization so that the work may proceed.

We propose to monitor the drillers work through the use of an experienced supervising engineer under a seperate agreement with Shannon & Wilson, Inc. We will, of course, make our own inspections from time to time through-out the work to make certain that the desired information is being obtained. We request your approval of our use of the sub-contract services of Shannon & Wilson, Inc. for this field monitoring work. We understand that this is not a part of the reimbursible sub-contract drilling, sampling and laboratory work.

Very truly yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

F.E. Bleistein

FEB/cg
cc: Mr. Jos Sorkin
Mr. Gay D. Jones

WAY DEPT.
BRIDGE DIVISION
AM MAY 3 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

PUYALLUP, WASHINGTON 98371
5815 NORTH MERIDIAN
PHONE WA 7-3173
SEATTLE, WASH., CALL VE 8-9494

SOIL SAMPLING SERVICE, INC.

Soil Sampling, Test Borings and Horizontal Drains *Geologic Investigations*

May1, 1967

Howard, Needles, Tammen & Bergendoff
Consulting Engineers
510 Skinner Building
Seattle, Washington

Attention : Mr. F.E. Bleistein

Gentlemen,

We are pleased to submit our proposal for the drilling, sampling and field testing of 62 Test Borings located along the access routes for the Fremont Bridge in Portland, Oregon.

We have studied the plans showing proposed boring locations, the drilling logs of existing test borings supplied by the State of Oregon, and the field procedures used by the State of Oregon.

DRILLING

We propose to use two and possibly three drilling techniques to accomplish this work.

In upper sands, silts and gravels, we propose to use Mobile Drill model B-61 Hollow Stem Augers, using 3 3/8" I.D. Hollow Stem Augers. All anticipated sampling methods can be carried out through the stem of the auger. Water bearing silts and sands are known to exist in the area, the necessary and usual drilling techniques will be used to assure sample quality and field test integrity.

We estimate that approximately 60% to 75% of the total drilling and testing program can be completed using the Hollow Stem Auger drilling method.

From a study of the existing boring logs, it is our opinion that some extremely difficult drilling conditions will exist at depth in the proximity of the Willamete River. The materials are compact and partially cemented sands, gravels and cobbles with the strong probability of some boulders.

.../.

The State of Oregon found it necessary to use a churn drill to advance test borings in these materials. We are sure that a hollow stem auger will not penetrate these materials to the required depth. It is our opinion that churn drilling of these materials will be extremely time consuming and costly and that sample recovery will be marginal at best.

We propose to use a BECKER HAMMER DRILL for drilling and sampling these underlying gravels. The Becker Drill may be thought of as being a reverse circulation percussion coring machine. One of the advantages we see with this machine is that sample recovery will be excellent and that all anticipated field tests can be run through the casing. However, the greatest advantage will be in greatly reduced field costs.

If the use of a churn drill is necessary to penetrate some of the river gravels, Soil Sampling Service Inc. will mobilize a Bucyrus-Erie model 22-W churn drill to the job site for that phase of the project.

In all cases, where either the Becker Drill or churn drill are used, the Hollow Stem Auger method will have been used to that depth at which the compact river gravels were encountered. The pre bored auger hole will then be used as a pilot hole for the new tool string whenever possible.

SAMPLING

Soil Sampling Service Inc. will use standard and accepted sampling procedures in accordance with the standard as set forward by the A.S.T.M. (D-1452-63T, D-1586-63T & D-1587-63T) for Auger Borings, Penetration Tests, Split-Barrel Sampling and Thin-Walled Tube Sampling.

The Oregon Miniature Pile Test Method will be used where the foundation material is predominately gravels or boulders and fractured rock imbedded in earth. However, we propose to alter the procedure as follows : rather than using a 166 pound weight free falling 6 feet to give 1000 foot pounds of energy, we propose to use a 400 pound weight free falling 2.5 feet. This alternate method has been discussed with and tentatively approved by Mr. W.C. Hill, of the Oregon State Highway Department.

.../.

The need for Scow Samples and Baker Core Barrel Samples will be eliminated by using the Becker Drill for drilling gravel and boulder formations because of the fact that the method recovers a continuous sample of the material penetrated.

WATER LEVELS

Water levels will be recorded in standard fashion during and after the drilling operations.

ACCESS AND RIGHT OF ENTRY

It is understood that the Oregon State Highway Department has secured the necessary right of entry and access permits and that this will not be the responsibility of Soil Sampling Service Inc.

Soil Sampling Service Inc. agrees to be held responsible for damage to utilities, after our field representative have checked each boring location in the field for possible buried utilities.

Due care will be taken at each boring location to keep from creating hazards to the public.

Each access road will be carefully constructed : however, it is understood that the maintenance of each access road becomes the responsibility of the State Highway Department as of the date drilling is completed and the drill rig moved from the hole served by the access road such that this road or portion of road is no longer needed by Soil Sampling Service Inc.

We will provide approved barricades where necessary and block any access road upon request by a representative of either Howard, Needles, Tammen & Bergendoff, or the State Highway Department.

The spoil from each boring will be disposed of in such a manner as to leave the site in as near original condition as practicable.

.../.

XERO COPY XERO COPY XERO COPY XERO COPY

INSURANCES

Soil Sampling Service Inc., the State of Oregon and Howard, Needles, Tammen & Bergendoff will be protected by the following insurances :

a. Workmen's Compensation Insurance and Employer's Liability Insurance

b. Public Liability Insurance for Bodily Injury -- $100,000/$300,000

c. Public Liability Damage Insurance -- $100,000/$100,000

ENGINEERING GEOLOGIST

Soil Sampling Service Inc. will supply an experienced engineering geologist to assist Howard, Needles, Tammen & Bergendoff field men. The engineering geologist will also act as the field representative of Soil Sampling Service Inc.

Soil Sampling Service Inc. will deliver all samples to the designated Soils Laboratory and will submit the original and type written copies of the Boring Logs.

TIME FOR COMPLETION

It is the intention of Soil Sampling Service Inc. to use two Model B-61 Holow Stem Augers and one Becker Hammer Drill to accomplish the work. We estimate that the total program can be completed in one month. We understand that certain of the borings are designated as priority borings and are to be handled as first order work. We will proceed on this basis.

.../.

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RATE SCHEDULE

We propose the following rate schedule :

1. Bulldozer or Front Loader

for preparing access roads to various drill sites. Dozer time includes time for dozing roads, assisting rigs where necessary and moving dozer across main arterials on job site : ... $ 18.00/hr

2. Mobilization

of all equipment, men and materials to job site :

lump sum ... $ 1,000.00

3. Drilling

Hollow Stem Auger-Becker Hammer Drill-Churn drill

- unit price per linear foot ... $ 6.75

4. Sampling

A/ Standard Penetration Test

- unit price each ... $ 10.00

B/ Oregon Miniature Pile Test

- unit price each ... $ 25.00

C/ Scow Drive Samples

- unit price each ... $ 12.50

D/ Baker Core Barrel Coring

- unit price per linear foot ... $ 12.00

E/ Shelby tube samples including cost of 2 1/8" tube

- unit price each ... $ 15.10

F/ Bedrock Coring
a/ BX Coring - unit price per linear foot ... $ 10.00

b/ NX Coring - unit price per linear foot ... $ 12.50

.../.

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5. Piezometer or Observation Well Installation

including Norton Stone tip or well point, riser pipe and backfill

- unit price per linear foot	...	$ 1.00

6. Monument Cases installed

- unit price each	...	$ 30.00

ESTIMATED COST EXTENSION

1. Bulldozing - 60 hours @ $18.00	...	$ 1,080.00
2. Mobilization - lump sum	...	$ 1,000.00
3. Drilling - 5,580 L.F. @ $6.75	...	$ 37,665.00
4. Sampling		
A/ Standard Penetration Tests		
600 @ $10.00 each	...	$ 6,000.00
B/ Oregon Miniature Pile Tests		
300 @ $25.00 each	...	$ 7,500.00
C/ Scow Drive sampling	non anticipated	
D/ Baker Core Barrel Coring	non anticipated	
E/ Shelby Tube Sampling		
20 @ $15.10 each	non anticipated	
F/ Bedrock coring	non anticipated	
5. Piezometer or observation well	not known	
6. Monument cases	not known	
ESTIMATED COST		$ 53,245.00

XERO COPY XERO COPY XERO COPY XERO COPY

If our proposal as outlined herein meets with your approval, then this letter may serve as an agreement for the work. Space has been provided at the bottom of this page for your approval.

Very truly yours,

SOIL SAMPLING SERVICE INC.

by Gerald T. Sweeney
Gerald T. Sweeney

Contractor : Soil Sampling Service Inc.
5815 North Meridian
Puyallup, Washington

by ____________________
Gerald T. Sweeney

ACCEPTED
Howard,Needles,Tammen & Bergendoff
510 Skinner Building - Seattle

by ____________________ Date ____________________

XERO COPY XERO COPY XERO COPY XERO COPY

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

April 26, 1967

Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

Attention: Mr. Frank Bleistein

Re: Soil Tests for Proposed
Freemont Bridge Approaches
Portland, Oregon

Gentlemen:

We are pleased to submit herewith our proposal for the laboratory testing of the soil samples, which are to be obtained from both sides of the Willamette River.

Your laboratory test program is summarized as follows:

Moisture content	25 tests
Atterberg Limits	30 tests
Mechanical Analysis	30 tests

Based on the scope of work outlined, our unit prices for the required tests will be as listed below. The unit prices include sample preparation, testing, the presentation of test results in a final report, and all indirect costs such as administrative, clerical, equipment and supplies.

Type of Test	Unit Price
1. Moisture content	$ 2.00
2. Atterberg Limits Includes natural water content, liquid limit and plastic limit. The results will be presented in tabular form	15.00
3. Grain Size	
a. Sieve Analysis only	15.00
b. Hydrometer Analysis only	15.00
c. Combined Analysis (Hydrometer plus Sieve)	25.00

4. Unconfined Compression Test $ 20.00

The results will be presented in tabular form showing the following test information

- a. Natural water content
- b. Wet unit weight
- c. Unconfined Compressive strength
- d. Percent strain at failure

The ends of the specimen will be carefully trimmed to prevent "point" loading. An artificial cap may be cast at the ends to provide even bearing surface, if necessary

5. Triaxial Compression Test

a.	Q-test w/o pore pressure measurement	$ 42.00
b.	$\bar{Q}$-test w/pore pressure measurement	60.00
c.	R-test w/o pore pressure measurement	60.00
d.	$\bar{R}$-test w/pore water pressure measurement	80.00
e.	$\bar{R}$-test w/back pressure (using yarn in center of specimen and side drains to fully saturate the specimen)	125.00
f.	S-test	150.00

6. Triaxial Extension Test 125.00

The unit prices for items a, b, c and d are based on the assumption that the rate of strain will be in the order of 0.05 inch per minute. The rate of strain for items e and f will vary with the type of soil but would be much slower than the 0.05 inch per minute.

The unit prices for the triaxial compression tests include the following test information.

- i. Visual classification
- ii. Natural water content
- iii. After test water content
- iv. Wet unit weight of specimen
- v. Stress-strain curve
- vi. Mohr strength envelope, if applicable
- vii. Other information that may be pertinent to interpreting the test results

7.	Consolidation	$100.00

The consolidation test will be performed in a floating ring consolidometer. Based on our past experience in testing the fine sands and silts, the specimen may or may not be inundated during testing to prevent squeezing out of the material. The specimens will, however, be protected from loss of moisture by placing damp cloths around the specimen. Two or three load increments will be applied in one day. At high load increments, the total load increment may be applied slowly to prevent excess pore pressure build-up and subsequent squeezing out of material.

8.	Wet Density	$ 10.00

The wet density of Shelby tube samples will be obtained by squaring the ends and measuring the height and diameter of the specimen and weighing the wet weight. The unit price will include the moisture content and determination of the dry density by the following formula:

$$\text{Dry Density} = \frac{\text{Wet Density}}{1 + \text{water content}}$$

9. Visual Sample Classification

Tube Samples	$ 5.00
Chunk or Bag Samples	3.00
Jar Samples	2.00

The unit price for tube samples applies to those cases where an undisturbed sample is extruded only for visual classification. If water content is required, the moisture content will be charged at the unit price listed.

We trust that this proposal will meet with your favorable consideration, and if additional information is required we will be pleased to confer with you at your convenience.

Yours very truly,

SHANNON & WILSON, INC.

by
WALTER L. WRIGHT

WLW:fw

HOWARD, NEEDLES, TAMMEN & GENDOFF
CONSULTING ENGINEERS

MADE BY SPC 5-1-67 JOB. NO. 1927-11-00
CHECKED BY LJH DATE 5-1-67 SEC. NO.
SHEET NO A

CALCULATIONS FOR Boring Program Cost Estimate
East & West Interchanges
Freemont Bridge Approaches

Cost Estimate assuming use of Becker Hammer Drill, No Scow or Baker Core Barrel Samples.

Item	Unit	Unit Price	Quantity	Amount
Drilling				
Bulldozing	Hr	18.00	60	1,080.00
Mobilization	L.S.			1,000.00
Drilling	L.F.	6.75	5,580	37,665.00
Sampling				
Standard Penetration Test	Ea	10.00	600	6,000.00
Oregon Miniature Pile Test	Ea	25.00	300	7,500.00
Sub Total				53,245.00
Laboratory				
Water Content	Ea.	2.00	25	50.00
Atterberg Limits	Ea.	15.00	30	450.00
Mechanical Analysis - Sieve Only	Ea.	15.00	30	450.00
Sub Total				950.00
Total				54,195.00
			Say	54,200.00

$\frac{54,200}{5,580}$ = $9.71 per ft.

Estimated Cost using Becker Hammer Drill

FORM NO. [illegible]

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

MADE BY CPC 5-1-67 JOB NO. 1927-11-[illegible]
CHECKED BY LJH DATE 5-1-67 SEC. NO
SHEET NO B

CALCULATIONS FOR Boring Program Cost Estimate
East & West Interchanges
Freemont Bridge Approaches

Cost Estimate assuming use of churn drill and sampling with Seow & Baker Core Barrel Sampler.

Item	Unit	Unit Price	Quantity	Amount
Drilling				
Bulldozing	Hr	18.00	60	1,080.00
Mobilization	L.S.			1,000.00
Drilling	L.F.	6.75	5,580	37,665.00
Sampling				
Standard Penetration Test	Ea.	10.00	600	6,000.00
Oregon Miniature Pile Test	Ea.	25.00	300	7,500.00
Baker Core Barrel	Ea.	12.00	300	3,600.00
Seow Samples	Ea.	10.50	200	2,500.00
Sub Total				59,345.00
Laboratory				
Water Content	Ea.	2.00	25	50.00
Atterberg Limits	Ea	15.00	30	450.00
Mechanical Analysis - Sieve Only	Ea.	15.00	30	450.00
Sub Total				950.00
Total				60,295.00
			Say	$60,300.00

$\frac{60,300}{5,580}$ = $10.81 per ft.

Estimated Cost using Churn Drill

RECEIVED
APR 12 1967

I-405-8(26) 303
9214

Item 4A

March 27, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3299

5496

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Consultant's Agreement
East and West Approaches
to Fremont Bridge, I-405
Bridges No. 8958 and 9268

Dear Sir:

The consultant's agreement for engineering services for the design and preparation of contract plans and specifications for the east and west Fremont approaches has been executed by the consultant and officials of the Oregon State Highway Department.

Enclosed are three conformed copies of the agreement for your files and further handling.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc. (3)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

IDM:mb ja

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
BERNARD H. ROTTINGHAUS

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
TELEPHONE: CODE 816, BALTIMORE 1-6900
CABLE: HOWARDNEED KANSAS CITY

ASSOCIATE
REX M. WHITTON

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ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

March 20, 1967

Edwards

Porter

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

We have received your letter of March 17, 1967, enclosing two originals and two conformed copies of the engineering agreement pertaining to services to be performed in connection with the design of east and west approaches of the Fremont Bridge on I-405. On behalf of our firm, I have initialed the revised amounts as shown on page 12 of the agreement. This reduction in the amounts of fees is in accordance with our letter of February 6, 1967. We wish to advise you that we have appointed Mr. George H. Fraser of Davies, Biggs, Strayer, Stoel and Boley, 1410 Yeon Building, Portland, Oregon, as our agent in the state of Oregon. We have inserted his name on page 11 of the agreement.

We note your instructions as regards the subcontract for the reimbursable portions of the foundation investigations and we will be guided accordingly.

We are returning herewith one original of the agreement.

We welcome this opportunity to be of service to you.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

Jos. Sorkin

NOTED
R. L. PORTER

JS:vo

Enc. 1

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 23 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ALEXANDRIA, VIRGINIA AUGUSTA, MAINE BOSTON, MASSACHUSETTS CLEVELAND, OHIO DALLAS, TEXAS FAIRFIELD, NEW JERSEY
HARRISBURG, PENNSYLVANIA KANSAS CITY, MISSOURI LAHORE, WEST PAKISTAN MIAMI, FLORIDA MILWAUKEE, WISCONSIN MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK ORLANDO, FLORIDA OVERLAND PARK, KANSAS PHILADELPHIA, PENNSYLVANIA SEATTLE, WASHINGTON WASHINGTON, D.C.

FORM E-1231 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1967

Const
Eng
Marie Portland
Fremont Consult X

March 10, 1967

AGENDA
MAR 14 1967
4 N

Oregon State Highway Commission

Gentlemen:

The Department has, in furtherance of the completion of the Interstate System in the city of Portland, solicited folios from four design consultants to cover the necessary design work of the approaches to the Fremont Bridge.

After thorough and careful screening, a committee (composed of R. L. Porter, Chairman; F. B. Klaboe; and Tom Edwards) selected the firm of Howard, Needles, Tammen and Bergendoff, and solicited an offer from it for the desired consultant services.

An offer of $1,334,000 has been received and has been approved by the Bureau of Public Roads as a reasonable design fee for the two approaches, which are estimated to cost a total of approximately 25 million dollars.

I discussed this matter with Chairman Jackson on February 24, and recommended that the engineers be granted authority to sign the contract on behalf of the Commission. Such authority was given by Mr. Jackson.

This item will be on the agenda for the March 14 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query ✓
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
Ivan Merchant
H. Young
C. H. Maison

(A)
COPIES TO
BE SIGNED

3-16-67
Marie Stephens
to send agreements
to H, N, T & B -
fran

Mr. Query -
Also note this
has a certification
of Hwy Dept. to
be signed - fran

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 23, 1967

In reply refer to: 08-35-EC

Edwards

C. [illegible] 2-24

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
East and West Approaches to Fremont Bridge
Consultant Agreement

MISC. CONTRACTS and
AGREEMENTS No. 3277

Mr. Edward's February 9, 1967 letter requested approval of selection of Howard, Needles, Tammen and Bergendoff, consulting engineers for engineering services, and a proposed agreement in connection therewith on the subject project. The proposed engineering agreement covers preliminary designs, foundation investigations, preparation of P.S. & E. and checking shop drawings. The selection of the consultant and proposed agreement is approved. Please send us the customary three conformed copies of the agreement after it is executed.

The agreement specifies lump-sum amounts totaling $1,194,000 with a maximum amount of $1,334,000 to cover supplemental specialized services on which fees are to be established and checking shop drawings at unit prices established in the agreement. You are authorized to proceed with preliminary design work amounting to $64,000 and foundation investigation work in the amount of $13,000. Public Roads approval of the boring and soil testing subcontract, as well as the preliminary designs, and further authorizations to proceed are necessary to assure Federal participation in the costs of these phases.

The amount programed to cover the consultant work has been increased from $1,168,000, as indicated in the project agreement estimate furnished with Mr. Young's January 26, 1967 letter, to an amount of $1,334,000.

Prior to our approval of the preliminary design we should be furnished the James W. Diffenderfer report on the effect on the railroad facilities which is being prepared under Project I-405-8(4)303.

1 copy [illegible] rept. [illegible] 2/27 E. [illegible] 5-[illegible] estimates [illegible] Copy [illegible]

Note

We suggest that the consultant be advised that in order to present an aesthetically pleasing design, provision should be made hiding deck drains, dry wells and lights within the structures.

[illegible] Rd

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 10 1967
FOR FILING
I-405-8(20) 303
7214

February 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

We attach hereto a proposed consulting engineering contract with Howard, Needles, Tammen and Bergendoff of Kansas City, Missouri, covering design services on Federal-aid Project I-405-8(1)301, Bridges No. 9268 and 8958. These are the east and west approaches to the Fremont Bridge.

The comparison of costs for design services attached indicate a State estimate of $1,167,100 and the consulting engineer's estimate and offer of $1,344,000. Note should be taken of the following:

First, the State's estimate was prepared in December, based on narrow width shoulders. The consultant's estimate is prepared on the basis of full width shoulders. The State's process of estimating is based on an examination of time cards of design costs for jobs during the period of 1964 and 1965. The cost would be somewhat higher and rightfully could be expected to be higher in view of the 10 percent wage adjustment which is before the State Legislature at this moment.

The design consultant's estimate is prepared on the basis of full width shoulders, primarily for two reasons. First, we submitted to the Bureau last fall a proposed layout concerning shoulder widths to which we had a belated reply. Second, the matter was discussed with the Bureau's Chief Bridge Engineer, Mr. W. Jack Wilkes, during the AASHO convention. He stated, without qualification, that full width shoulders would be constructed on bridges unless the cost exceeded $30 per square foot. In this instance, the cost is in the approximate $20 per square foot range and we were, therefore, confident that the Bureau would approve the full shoulders.

A negotiating session was held with the consultant on January 26, at which he tendered the offer of $1,344,000. Delivered to this office on January 27 was a letter from the Bureau denying the full shoulder widths. We have communicated with the consultant in this regard and by letter, a copy of which we attach, he has agreed to lower Item 3 in the amount of $10,000.

In actuality, the function of bridge width is a minor item in design. The consultant states in his offer that the anticipated number of bridge spans and units is unchanged. Hence, the design requirements are not significantly reduced and the required number of contract drawings does not change. We are inclined to agree.

Therefore, based on the fact that the State's estimate, if it were increased to reflect the upcoming wage adjustments, would be in the range of $1,250,000. We believe the consultant's offer of $1,334,000 (adjusted by reduction of $10,000 for Item 3) is appropriate. We would request your approval.

The certificate required in the execution of consultant contracts is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

TE:ja

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
CODE: 816. BALTIMORE 1-6900
CABLE: HOWARDNEED KANSAS CITY

RUBEN N. BERGENDOFF
THEODORE J. CAMBERN
JOSEF SORKIN
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DALLAS, TEXAS
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HAVERFORD, PENNSYLVANIA
KANSAS CITY, MISSOURI
MIAMI, FLORIDA
MILWAUKEE, WISCONSIN
MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK
ORLANDO, FLORIDA
OVERLAND PARK, KANSAS
SEATTLE, WASHINGTON
WASHINGTON, D.C.

February 6, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Engineering Services
Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Edwards:

Reference is made to your letter of February 1, 1967, in which you advise that the Bureau of Public Roads has denied the use of full shoulder widths on the bridge approaches to the Fremont crossing. We note that this denial results in a reduction of bridge surface area.

We have reviewed our estimates of engineering costs for Item 3, Final Design and Working Drawings, to determine the effect of reduced bridge widths on our costs. While it does appear that some reduction in fee should result from decreased structure widths, we find any decrease in the required effort difficult to pinpoint. The explanation for this is as follows:

1. The anticipated number of bridge spans and units is unchanged. Hence, the design requirements are not significantly reduced.

2. The required number of contract drawings does not change.

Recognizing that there may be a nominal, though intangible, decrease in required services due to the reduction in the width of the structures, we feel that a reduction in the fee for Item 3 in the amount of $10,000 is appropriate, and would be accepted by us.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin
Jos. Sorkin

JS:vo

cc Mr. F. E. Bleistein

RECEIVED
FEB 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-126—20M—9-61 State Printing 36612

Oregon State Highway Departmen.
BRIDGE DESIGN SECTION

Comparison of H.N.T.&B. contract with Est. Sheet ....

Bridge Fremont Approaches - Summary County Mult

Calculations by T.C.E. Date Jan 27 1967 Bridge No. 9268
8958

Estimated Construction Cost $22,900,000

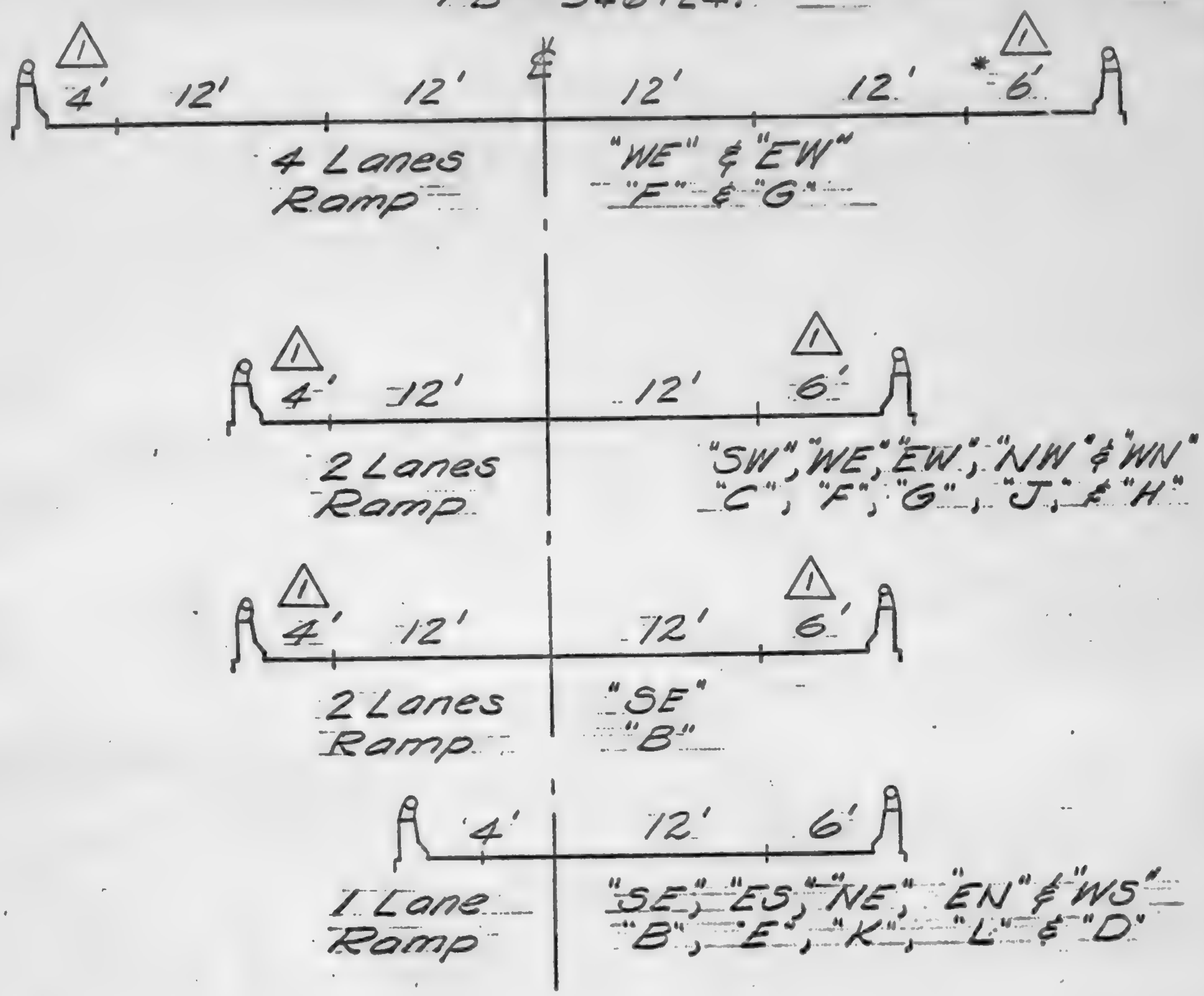
11,100,000 West
11,800,000 East

	State.	H.N.T.&B.	State	H.N.T.&B.
1. Preliminary Design & Cost Estimates.				
1. Payroll	$71,900	$32,520		
2. Overhead	48,000	20,430		
3. Out of pocket.	5,000	4,010		
4. Profit.	18,700	7,040		
	143,600	64,000	$143,600	$64,000
2. Foundation Investigation				
1. Payroll (drilling.)	$35,800	$19,000 +10% sub contract.		
2. Supervision	10,800			
3. Lab. tests	11,900	(Est e 50,000) 55,000		
4. Profit	8,800			
	$67,300	74,000*	$67,300	$74,000*
3. Final Design & Working Drwgs				
1. Payroll	390,600	583,500		
2. Over head	260,400	366,600		
3. Out of pocket	95,000	46,400		
4. Profit	111,900	124,500		
	857,900	1,121,000	$857,900	$1,121,000
4. Checking Shop Drwgs.				
1 Payroll	51,300	Reimbursible not to exceed $85,000		
2 Overhead	34,200			
3 Profit	12,800			
	98,300	85,000	$98,300	85,000
Total.			$1,167,100 State	$1,344,000 H.N.T.&B.

* Cost of drilling + 10% + $19,000.
Drilling cost estimated on same basis as State estimate.

Difference = $176,900 or. 15%

*Note: Right shoulder in direction of traffic shall taper from 6' at approximately "WE" 340+00 & "EW" 339+80 to 7' at Sta "FB^3" 346+24.



Note:
Typical sections are in direction of traffic flow.

△1 Revised 1-30-67

A-B-C designations added

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

EAST FREMONT INTERCHANGE
ROADWAY WIDTHS

APPROVED:

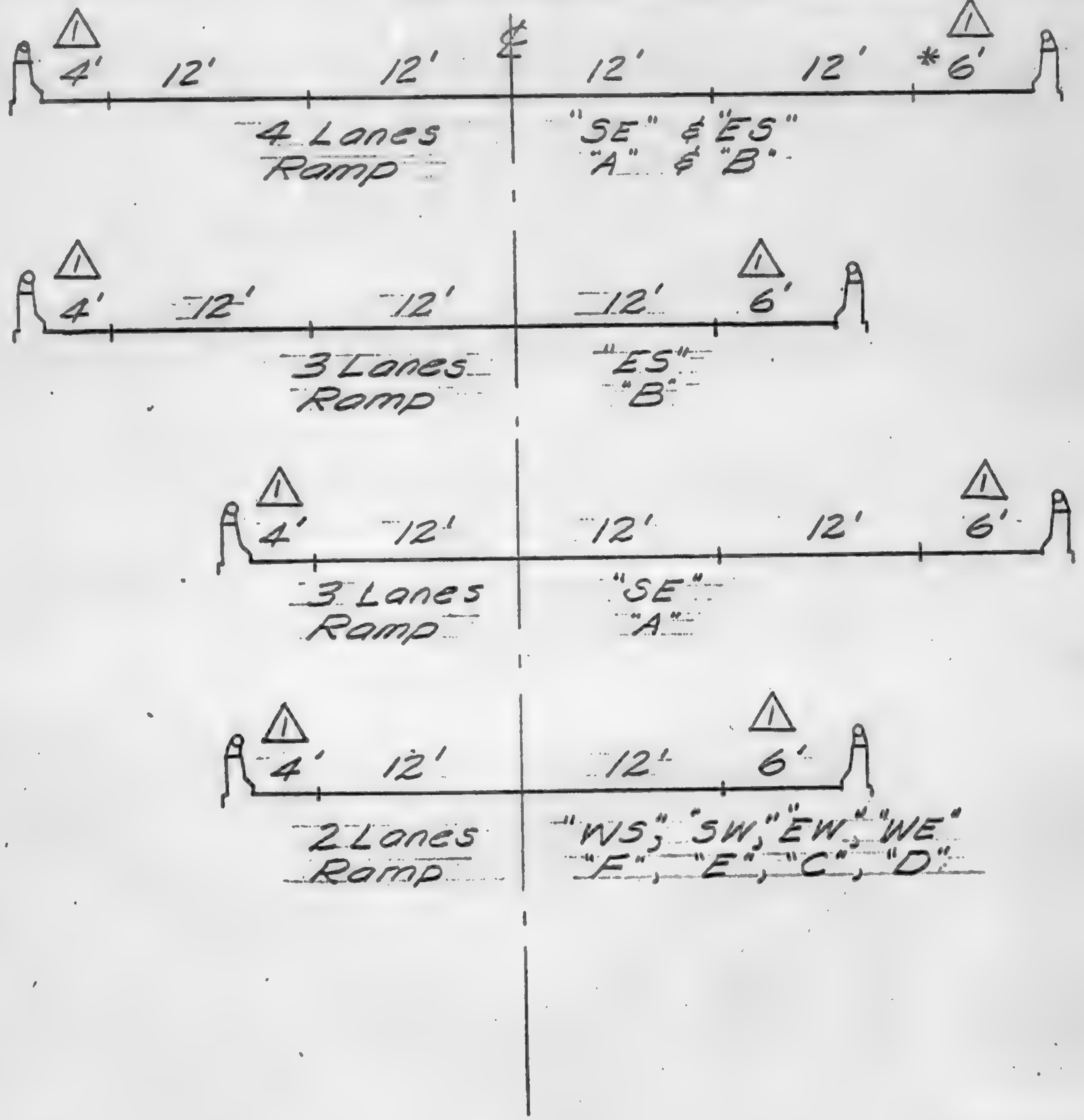
BRIDGE ENGINEER

BRIDGE NO. 8958

DATE 1-6-67 DRAWING NO.

DRAWN D.O.C. A85

* *Note*: Right shoulder in direction of traffic shall taper from 6' at approximately Sta "SE" 371+58 & "ES" 370+90 to 7' at Sta "FB^3" 367+76



Note:
Typical sections are in direction of traffic flow.

1 Revised 1-30-67

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

WEST FREMONT INTERCHANGE
ROADWAY WIDTHS

APPROVED:

BRIDGE ENGINEER

BRIDGE NO. 9268

DATE 1-6-67 DRAWING NO.

DRAWN DOC A86

East Fremont Interchange Mult.
WOOD Jan. 9, 1967 8958

Preliminary Planning & Design

$$\frac{5{,}360 \text{ man-hours}}{1{,}767} = 3.03 \text{ man-years}$$

$$\frac{3.03 \text{ man-yrs.}}{25 \text{ man team}} = 0.121 \text{ yrs.} \left(12 \text{ mo./yr.}\right) = 1.45 \text{ mo.}$$

Preliminary Planning & Design
2 months

Final Design

27,600	Design & Working Drwgs.
1,150	Const. Specifications
383	Const. cost Est.
3,830	Checking Shop Drwgs.

$$\frac{32{,}963 \text{ man-hours}}{1{,}767} = 18.65 \text{ man-years}$$

$$\frac{18.65 \text{ man-yrs.}}{25 \text{ man team}} = 0.746 \text{ yrs.} = 8.96 \text{ mo.}$$

Final Design
11 months

East Fremont Interchange County Mult.

WOOD Jan. 5, 1967 Bridge No. 8958

Estimated Cost of 571,393 □' Rdwy. @ $20.5/□' = $11,713,556

use $11,800,000

Payroll Cost

1. Preliminary Estimate & Design	5,360	@ $5.75 =	30,800
2. Design & Working Drwgs.	27,600	@ 5.75 =	158,800
3. Const. Specifications	1,150	@ 5.75 =	6,620
4. Const. Cost Est.	383	@ 5.75 =	2,200
5. Checking Shop Drwgs.	3,830	@ 5.75 =	22,000
Total = 220,420		use	$220,500 ←

Foundation Report

Out of Pocket Expenses

1. Computer	15,000	
2. Consultant	25,000	
3. Contingency	10,000	
	50,000	$50,000 ←

Payroll Burden & Fringe Benefits

1. 20% of Payroll cost 220,500 × .2 $44,100 ←

General Overhead

1. 80% of Payroll cost 220,500 × .8 $176,400 ←

Profit

1. 15% of all costs

220,500 + 50,000 + 220,500 = 491,000 × .15 $73,650 ←

$564,650

Fremont Approaches - Summary

WOOD Jan. 10, 1967

MulT.
9268
8958

Estimated Construction Cost

11,100,000 + 11,800,000 = $ 22,900,000

Payroll Cost	West	East	Total
1. Preliminary Estimate & Design	29,100	30,800	59,900
2. Design & Working Drwgs.	149,500	158,800	308,300
3. Construction Specifications	6,230	6,620	12,850
4. Const. cost Est.	2,080	2,200	4,280
5. Checking Shop Drwgs.	20,750	22,000	42,750
			428,080
		use	428,200
Out of Pocket Expenses			
1. Computer	15,000	15,000	30,000
2. Consultant	25,000	25,000	50,000
3. Contingency	10,000	10,000	20,000
			100,000
Payroll Burden & Fringe Benefits	41,540	44,100	85,640 ✓
General Overhead	166,160	176,400	342,560
Profit	69,810	73,650	143,460
			$ 1,099,860
Foundation Investigation & Report			67,250
			$ 1,167,110

[illegible] 1.360.000

Sheet 1

Bridge East Fremont

County

Calculated by Christensen 2-1-67

Bridge No. 8958

Br. No.	Line	Revised Rdwy Width, ft	Length ft	Area ft²		Area Bid by Consult. ft²
B	"SE"	34'	580'	19,720		23,200
B	SE	49'	180	8,820		9,900
B	SE	22	700	15,400	15,40 12 0 3 08 0	15,400
C	SW	34	1,790	60,860	15 4 18 48 0	71,600
D	WS	34 22	1,540	~~52~~,360	33,880	61,600
D	WS	28	515	14,420		16,480
D	WS	41	135	5,535		6,075
E	ES	22	1388	30,536		30,536
F	WE	48	115	5,520		5,980
F	WE	34	1180	40,120		47,200
F	WE	58	600	34,800		38,400
F	WE	78	330	25,740		27,720
F	WE	59	320	18,880		18,880
G	EW	34	990	33,660		39,600
G	EW	58	620	35,960		39,680
G	EW	78	330	25,740		27,720
G	EW	59	320	18,880		18,880
H	WN	34	1163	39,542		46,520
J	NW	45	250	11,250		12,250
J	NW	34	900	30,600		36,000
K	NE	22	950	20,900		20,900
L	EN	22	332	7,304		7,304
				556,547 18,480 538,067 ft²		621,825 538 067 83 718

Sheet 1

Bridge West Fremont

County

Calculations by Christensen

Date 2-1-67

Bridge No. 9268

Br. No.	Line	Revised Rdwy Width, ft	Length ft.	Area ft²	Area Bid by Consult. ft²
A	SE	66	420	27,720	30,240
A	SE	58	745	43,210	47,680
A	SE	74	370	27,380	30,710
A	SE	46	915	42,090	47,580
A	SE	72	310	22,320	23,250
B	ES	66	195	12,870	14,040
B	ES	58	525	30,450	33,600
B	ES	71	570	40,470	43,890
B	ES	46	1190	54,740	61,880
B	ES	72	310	22,320	23,250
C	EW	34	970	32,980	38,800
C	EW	62	610	37,820	41,480
C	EW	66	230	15,180	16,560
D	WE	34	985	33,490	39,400
D	WE	59	585	34,515	39,195
D	WE	50	175	8,750	9,975
E	SW	34	1303	44,302	52,120
F	WS	34	1470	49,980	58,800
				580,587	652,450

SUMMARY:

	Revised Area	Consultant Area	Difference
East Fremont	556,547	621,825	65,278
West Fremont	580,587	652,450	71,863
TOTALS	1,137,134	1,274,275	137,141 ft²
	18 480		18 480
	1,118,654		156.521 ft²

Federal-aid Project I-405-3(1)301
State Bridge No. 9263 & 8953

CERTIFICATION OF CONSULTANT

I hereby certify that I am ~~the~~ a Partner (title) and duly authorized representative of the firm of Howard, Needles, Tammen & Bergendoff, whose address is 1805 Grand Avenue, Kansas City, Missouri 64108, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bonafide employee working solely for me or the above consultant) to solicit or assure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Department and the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

January 26, 1967
(Date)

Signature

CERTIFICATION OF STATE HIGHWAY DEPARTMENT

I hereby certify that I am the Chief Engineer (title) of the Highway Department of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

January 27, 1967
(Date)

Forrest Cooper
Signature

Form CD-121
(11-63)
(Pres. by
A.O. 205-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1967

In reply refer to: 08-35-DA

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED

SUBJECT: Oregon Project I-405-8(1)301
East Fremont Interchange
Width of Ramps on Structures

Preliminary plans for the East Fremont Interchange were submitted late in November for our review and comments. This review was complicated by the fact that IM 40-2-66 dated November 3, 1966 did not clearly set forth the widths of structures on ramps and turning roadways. The layout of the East Fremont Interchange was submitted to our Regional and Washington offices for their comments. We have now received the benefit of their views and counsel on this matter.

We consider that Table VII-7 in the AASHO "A Policy on Geometric Design of Rural Highways," 1965, furnishes general guidance for determining widths to be provided on ramps or turning roadways within interchanges. The roadway widths thus determined may be carried over or through structures on the ramps or turning roadways. Most ramps or turning roadways do not require the same shoulder widths as along the high-speed through traffic roadways. Full shoulder width clearance for structures on ramps or turning roadways within interchanges shall not be given without a detailed analysis of each structure with particular attention to the type of roadway it accommodates, the traffic, the length, the span lengths, and its relation to other structures.

In commenting on the specific problem at hand, the East Fremont Interchange, the following widths will be approved by this office. We will generally consider that all single-lane ramps, E-S, S-E, E-N, and N-E lines will be 22 feet wide. This will provide a single 12-foot traffic lane and a total of 10 feet of useable shoulder. The W-S ramp creates an operational problem at its merge with I-5; therefore, this ramp should be designed as a single-lane ramp with the same width as the aforementioned lines. The S-W line should be designed as a 2-lane ramp with 10 feet of useable shoulder, making a width of 34 feet.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The W-N, N-W, W-E, and E-W lines are a little unique in their design. It is anticipated that the W-N and N-W lines will carry the major portion of traffic, while the W-E and E-W lines provide connection to a potential future freeway coming from the east; therefore, these ramps should be designed as 2-lane ramps with 10 feet of useable shoulder.

It is expected that specific comments concerning the design of the I-205 - I-80N Interchange will be made in the near future.

Form E-136—20M—9-61

State Printing 35313

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 1

Bridge Foundation Investigation FREMONT APPROACHES County Multnomah

Calculations by W.C.H & T.C.R. Date Jan 10 1967 Bridge No. 9268 8958.

See attached plan for location of estimated holes.

EAST APR.	Nº Holes.	Total Lin. ft.	Cost per Lin. ft.	Drilling Crew Cost.	Drill moving Time	Drilling Time
					Days.	Days.
Line WE	4	295	$15.00	$4425.	2.5	27
" EW	1	50	12.00	600	.5	2
EN	2	100	12.00	1200	1.0	4.5
NE	1	50	12.00	600	.5	2
NW	1	80	15.00	1200	.5	8
SW	3	270	17.00	4590	1.5	20
SE	3	160	12.00	1980	1.5	10.5
WS.	1	70	12.00	840	.5	4.
Totals.	16	1075	-	$15,435	8.5	78

WEST APR						
Line SE	3	240	$17.00	4080	2.	15.
WS	6	440	15.00	6600	3.	29.
WE	3	220	17.00	3740	1.5	15
Totals.	12	900	-	$14,420	6.5	59

Total for Both Approaches 28 1975' $29,855 15 137 Crew time without Supervision

Laboratory Tests.

West Approach.	50 tests. @ $25 ea.	$1250
East "	60 " @ $60	3600

Preparation of Report 120 man hrs. @ 5.30 $636.

Form E-1[illegible]—20M—9-61 State Printing 30012

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 2

Bridge Foundation Investigation Fremont Br Approaches County Multnomah.

Calculations by W.C.H. & T.C.R. Date Jan 10 1967 Bridge No. 9268 & 8958

Summary.

1. Drilling, Sampling and field work.	$29,855	
Insurance, Vacations etc. 20%	5971	
		$35,826
2. Supervision 152 days @ $71/day. Salary $50 Expense $21 per day.	$10,792.	
		10,792.
3. Laboratory Test	4,850	
Report.	636	
20% Insurance, Vacations etc.	1097	
80% Over head.	5266.	
		11,849
		$58,467
4. Profit. 15% of 58,467		8770
Total Cost of Foundation Exploration		$67,250

Estimated time required using
4 drill crews. 2 months

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE. KANSAS CITY, MISSOURI 64108
CODE: 816. BALTIMORE 1-6900
CABLE: HOWARDNEED KANSAS CITY

RUBEN N. BERGENDOFF
THEODORE J. CAMBERN
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
CARL H. PETERSON
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER

ADVISORY BOARD
ENOCH R. NEEDLES
JAMES P. EXUM
ELLIS E. PAUL

ERNEST E. HOWARD
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HENRY C. TAMMEN
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MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK
ORLANDO, FLORIDA
OVERLAND PARK, KANSAS
SEATTLE, WASHINGTON
WASHINGTON, D. C.

January 25, 1967

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Engineering Services
Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Porter:

Pursuant to your recent request, we are pleased to present herein our proposal for the performance of engineering services in connection with the subject project. We have reviewed the draft of the engineering agreement and attached exhibits which you transmitted to us by letter of January 16, 1967. Our proposal is based on the description of services and the schedules of completion given in the draft agreement.

We propose a few deviations from the draft agreement. These are:

Article I, Paragraph 1(a), Subsurface Explorations

We propose to obtain borings and soil tests by reimbursible subcontract. The State and the Bureau of Public Roads will have the opportunity to review and comment on the boring plans and specifications. Upon approval, we would then engage the services of a reputable firm to obtain borings and soil tests. The State will have the opportunity to approve or reject the boring contractor selected.

Qualified technical personnel will be provided by us to field stake boring locations and to supervise the operations of the boring contractor.

Upon the completion of subsurface investigations, the analysis thereof, foundation recommendations and report will be prepared by our staff.

Payments to the boring contractor will be made by us with reimbursement as set out in the attached Exhibit A.

NOTED
TOM EDWARDS

Article I, Paragraph 1(b), Preliminary Design Studies

In addition to the services described in this paragraph, we propose to include the following with the preliminary plan submission:

Roadway Lighting Layout.
Proposed Surface Treatment for Underbridge and Slope Areas.
Preliminary Plans for Site Grading, Sidewalk and Street Adjustments and Surface Drainage.
Detailed Criteria for Design (to be used subsequently in the preparation of final design, plans and specifications).

Upon approval of the preliminary plans, a printed and bound report containing appropriate text and exhibits will be prepared as a summary of the preliminary studies. Twenty-five (25) copies of this report will be provided.

Article II, Paragraph 6

It is assumed that the provisions of this paragraph are waived and that we will furnish all drafting stock. The contract tracings will be furnished as mylar-based reproducibles. The size and format of drawings, title block details, etc. will conform to the State's practice.

It is assumed that detailed schedules and bending diagrams for reinforcing bars will not be required in the contract drawings.

For our services we ask compensation in accordance with the following schedule:

1. Preliminary Design and Cost Estimate - A lump sum amount of $64,000.
2. Foundation Investigation and Report - A lump sum amount of $19,000 plus reimbursement for the cost of boring and soil testing subcontract plus an administrative charge equal to 10% of the amount of such subcontract.
3. Design and Working Drawings - A lump sum amount of $1,121,000.
4. Checking Shop Drawings - Reimbursement at the rate of $2.50 per ton of fabricated structural steel and $2.00 per ton of reinforcing steel. Rates to be applied against the final approved pay weights of these materials.

For your convenience in reviewing our proposal, a detailed estimate of our costs is attached as Exhibit A. We also attach, as Exhibit B, a tabulation of overhead costs applicable to the year 1966.

We are pleased to have this opportunity to be of service and look forward to working with you on this important project.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jno. Sorkin

JS:dl

Enc: Exhibits A and B

EXHIBIT A
Sheet 1 of 5

FREMONT BRIDGE APPROACHES
PORTLAND, OREGON

ENGINEERING ESTIMATE

1. Preliminary Design and Cost Estimate

Architectural	1,500 Hours @ $6.00 =	$ 9,000	
Structural Design	3,600 Hours @ 5.80 =	20,880	
Electrical	360 Hours @ 6.00 =	2,160	
Soils and Foundations	80 Hours @ 6.00 =	480	$ 32,520
Overhead			20,430
Reproduction and Supplies		$ 550	
Computer Expense		200	
Communications		100	
Travel and Subsistence		1,660	
Report Printing		1,500	4,010
Subtotal			$ 56,960
Profit			7,040
TOTAL			$ 64,000

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

January 25, 1967

EXHIBIT A
Sheet 2 of 3

2. Foundation Investigation and Report

A. Boring Plans, Stakeout and Inspection

Soils and Foundations 1,000 Hours @ $5.00 =		$ 5,000
Overhead		3,140
Reproduction and Supplies	$ 50	
Communications	50	
Travel and Subsistence	3,350	
		3,450
Subtotal		$ 11,590
Profit		1,410
Subtotal		$ 13,000
Subcontract Administrative Charge (10% of $50,000)		5,000
TOTAL		$ 18,000

B. Analysis, Foundation Recommendations and Report

Soils and Foundations 640 Hours @ $5.00 =		$ 3,200
Overhead		2,000
Reproduction and Supplies	$ 125	
Communications	25	
		150
Subtotal		$ 5,350
Profit		650
TOTAL		$ 6,000

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

January 25, 1967

EXHIBIT A
Sheet 3 of 5

3. Final Design and Working Drawings

Architectural	100 Hours @	$9.00 =	$ 900	
Structural Design	24,000 Hours @	5.80 =	139,200	
Bridge Plans	85,000 Hours @	4.80 =	408,000	
Electrical Plans	2,200 Hours @	5.50 =	12,100	
Highway Plans	3,400 Hours @	4.80 =	16,300	
Specifications	1,000 Hours @	7.00 =	7,000	
				$ 583,500
Overhead				366,600
Reproduction and Supplies			$ 17,000	
Communications			200	
Computer Expense			27,600	
Travel and Subsistence			1,600	
				46,400
Subtotal				$ 996,500
Profit				124,500
TOTAL				$1,121,000

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

January 25, 1967

EXHIBIT A
Sheet 4 of 5

4. Shop and Erection Drawings

Manhour Rate

Structural Designer	10%	x	$5.80	=	$0.58
Designer-Detailer	90%	x	4.80	=	4.32
					$4.90

Structural Steel

0.28 Hours @ $4.90	=	$1.37
Overhead	=	0.86
Subtotal		$2.23
Profit		0.27
TOTAL		$2.50/Ton

Reinforcing Steel

0.22 Hours @ $4.90	=	$1.08
Overhead	=	0.68
Subtotal		$1.76
Profit		0.24
TOTAL		$2.00/Ton

DETERMINATION OF ESTIMATED MAXIMUM FEE FOR SHOP DRAWINGS

A. Structural Steel Superstructure, Reinforced Concrete Deck and Reinforced Concrete Substructure

Structural Steel 1,400,000 x 30/2000 = 21,000 T @ 2.50 = $52,500
Reinforcing Steel 1,400,000 x 15/2000 = 10,500 T @ 2.00 = 21,000
$73,500

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

January 25, 1967

DETERMINATION OF ESTIMATED MAXIMUM FEE FOR SHOP DRAWINGS (Cont'd.)

B. Reinforced Concrete Box Superstructure and Reinforced Substructure

Reinforcing Steel 1,400,000 x 28/2000 = 19,600 T @ 2.00 = $39,200

C. Structural Steel Superstructure, Reinforced Concrete Deck, Structural Steel Bents, Reinforced Concrete Footings

Structural Steel	1,400,000 x 42/2000 =	29,000 T	@ 2.50 =	$72,500
Reinforcing Steel	1,400,000 x 7/2000 =	4,900 T	@ 2.00 =	9,800
				$82,300

It is suggested that $85,000 be used as an upper limit for Shop Drawings.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers

January 25, 1967

EXHIBIT B

SUMMARY OF OVERHEAD COSTS - 1966

EXPRESSED AS A PERCENTAGE OF DIRECT PROJECT SALARY COSTS

ITEM	PERCENTAGE
1. Management and Administration	10.34
2. Vacation, Sick Leave and Holidays	7.80
3. Stenographic and Bookkeeping	8.54
4. Rent	8.00
5. Automobile Expenses	0.37
6. Travel and Public Relations	3.80
7. Engineering Supplies and Expense	3.56
8. Office Supplies and Expense	2.68
9. Telephone and Telegraph	1.49
10. Insurance - Industrial Accident	0.19
11. Insurance - Liability, Hazard	1.70
12. Payroll Taxes	4.48
13. Business Tax and Licenses	0.21
14. Technical Publications	0.12
15. Dues (Professional and Civic)	0.19
16. Professional Services (Accounting)	0.19
17. Depreciation, Office Furniture and Equipment	1.71
18. Charitable Contributions	0.18
19. Employee Education	1.27
20. Group Insurance	3.09
21. Employee Longevity Bonus	2.92
TOTAL	62.83

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
January 25, 1967

RECEIVED
FEB 2 - 1967

FOR FILING
I-405-8(20)303
7214

AIRMAIL

February 1, 1967

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City Missouri 64108

Attention Mr. Joseph Sorkin

Gentlemen:

The Oregon Division Office of the Bureau of Public Roads, after conferring with their Regional and Washington, D. C. Offices, have denied the full shoulder widths on the approaches to the Fremont Bridge. We have discussed this with them, but are unable to secure relief.

We must, therefore, ask that you examine the cross sections which we attach hereto and resubmit your offer for consulting services as outlined in your letter of January 25, reflecting this reduction in bridge area.

It would be my thought that no reduction should be made in Items 1 and 2; however, the sections indicate a reduction of approximately 13¼ percent of bridge surface area and we believe some reduction should occur in Item 3 of Exhibit "A" as submitted with your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

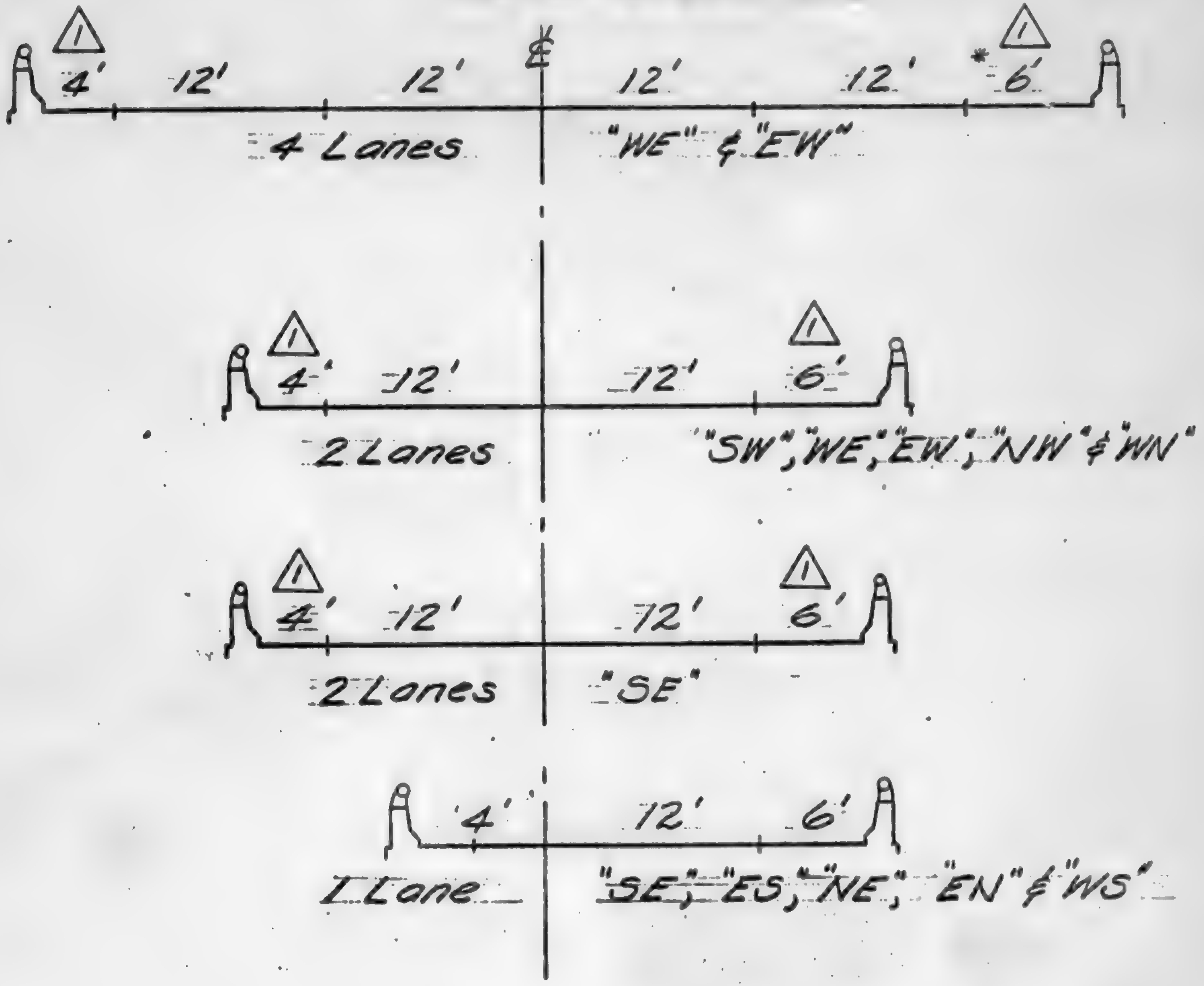
TE:ja
Tom Edwards
Assistant State Highway Engineer

Attachment

cc/enc. Mr. Frank E. Bleistein
Howard, Needles, Tammen
& Bergendoff
510 Skinner Building
Seattle 1, Washington

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

*Note: Right shoulder in direction of traffic shall taper from 6' at approximately "WE" 340+00 & "EW" 339+80 to 7' at Sta "FB³" 346+24.



Note:
Typical sections are in direction of traffic flow.

△1 Revised 1-30-67

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

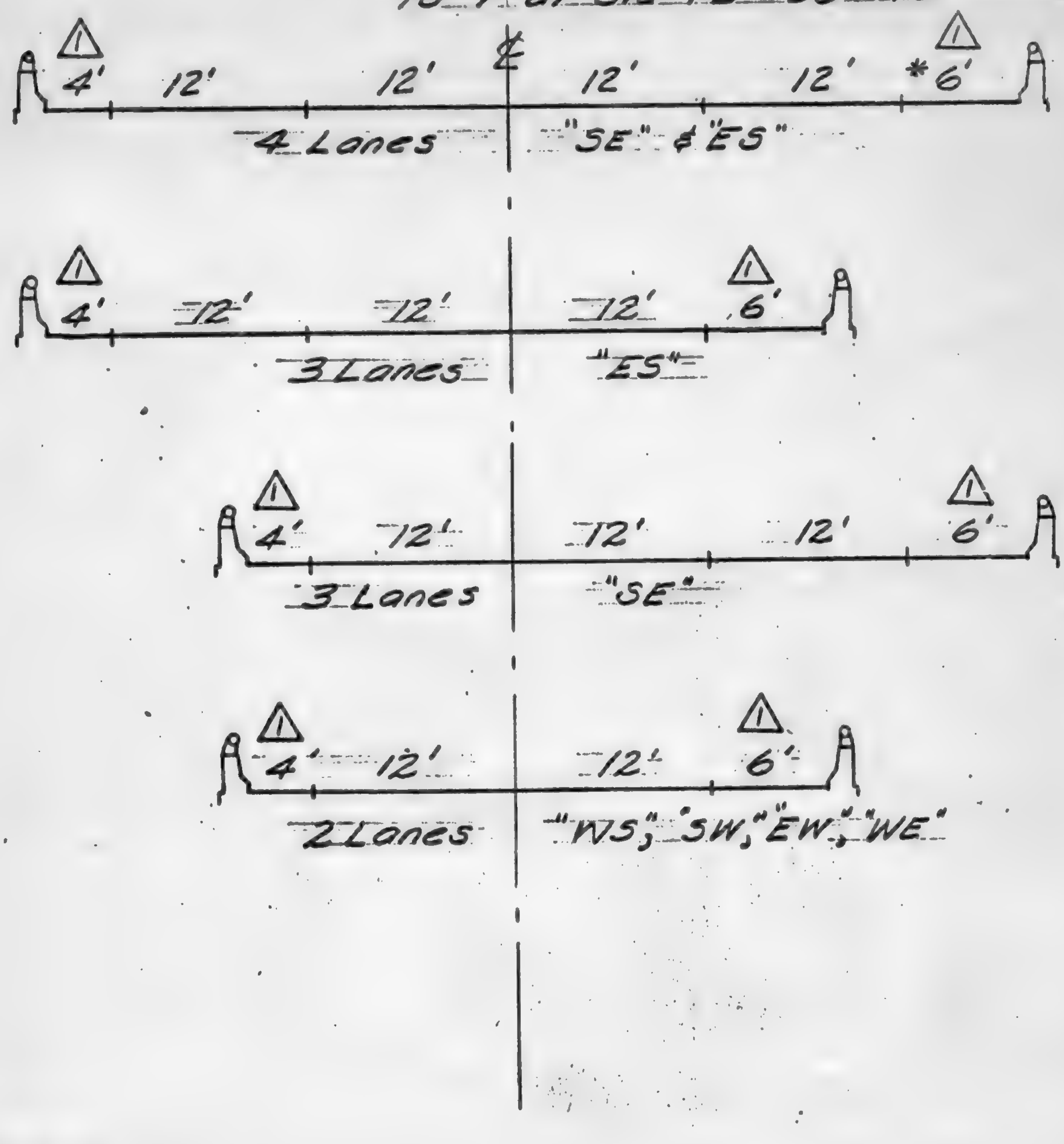
EAST FREMONT INTERCHANGE
ROADWAY WIDTHS

APPROVED:

BRIDGE ENGINEER

BRIDGE NO. 8958
DATE 1-6-67 DRAWING NO.
DRAWN D.O.C. A85

* Note: Right shoulder in direction of traffic shall taper from 6' at approximately Sta "SE" 371+58 & "ES" 370+90 to 7' at Sta "FB3" 367+76



Note:
Typical sections are in direction of traffic flow.

1 Revised 1-30-67

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

WEST FREMONT INTERCHANGE
ROADWAY WIDTHS

APPROVED.

BRIDGE ENGINEER

BRIDGE NO. 9268
DATE 1-6-67 DRAWING NO.
DRAWN DOC A86

RECEIVED
JAN 16 1967

FOR FILING

I-405-8(20)303
7214

January 13, 1967

AIRMAIL

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64106

Gentlemen:

We have evaluated the folios which you forwarded in response to our communication to you concerning the design of the east and west approaches to the Fremont Bridge on Interstate 405 in the city of Portland.

Based on the data which you submitted, the Oregon State Highway Department has selected your firm to undertake this assignment. As you know, this will be a Federal-aid Interstate project and approval of the Federal Bureau of Public Roads will have to be obtained. The securing of Public Roads approval will depend on our arriving at a satisfactory fee arrangement. To asist you in preparing a proposal, we invite your consideration of the following:

1. We would ask that a preliminary report recommending the type of design be submitted. This tentative design should be accompanied by architectural sketches which would indicate the type of finished product to be achieved, together with its compatibility with the main structure (a stiffened tied arch with orthotropic lower deck) now being designed by Parsons, Brinckerhoff, Quade and Douglas.

We would also invite your recommendations as to type of structure -- for example, whether it be multiple girders with slab deck, girders with conventional floor system (if of steel, the various grades of steel recommended), or concrete box girder construction.

We would prefer that this report be rendered within approximately 100 calendar days.

2. Some preliminary foundation data in the area of the approaches is available. We would request that the consultant firm employ a competent soils-foundation consultant to provide firm foundation data.

3. We would desire to establish a completion date of June 1, 1968, for this design project.

4. We would ask that specifications and a preliminary estimate be provided as the final contract documents.

We attach for your use a form of contract which we have been using for these projects. We assume that you have entered into agreements for design services on Interstate Highway projects but for purposes of information, we must advise that our local Bureau of Public Roads office will require the following in their analysis of the proposed contract:

1. A justification of the firm's overhead charges.

2. An analysis of the labor charges in the various grades entering into the work.

3. A separation of the profit into an individual item.

Please call me if you have questions about the enclosed material.

Very truly yours,

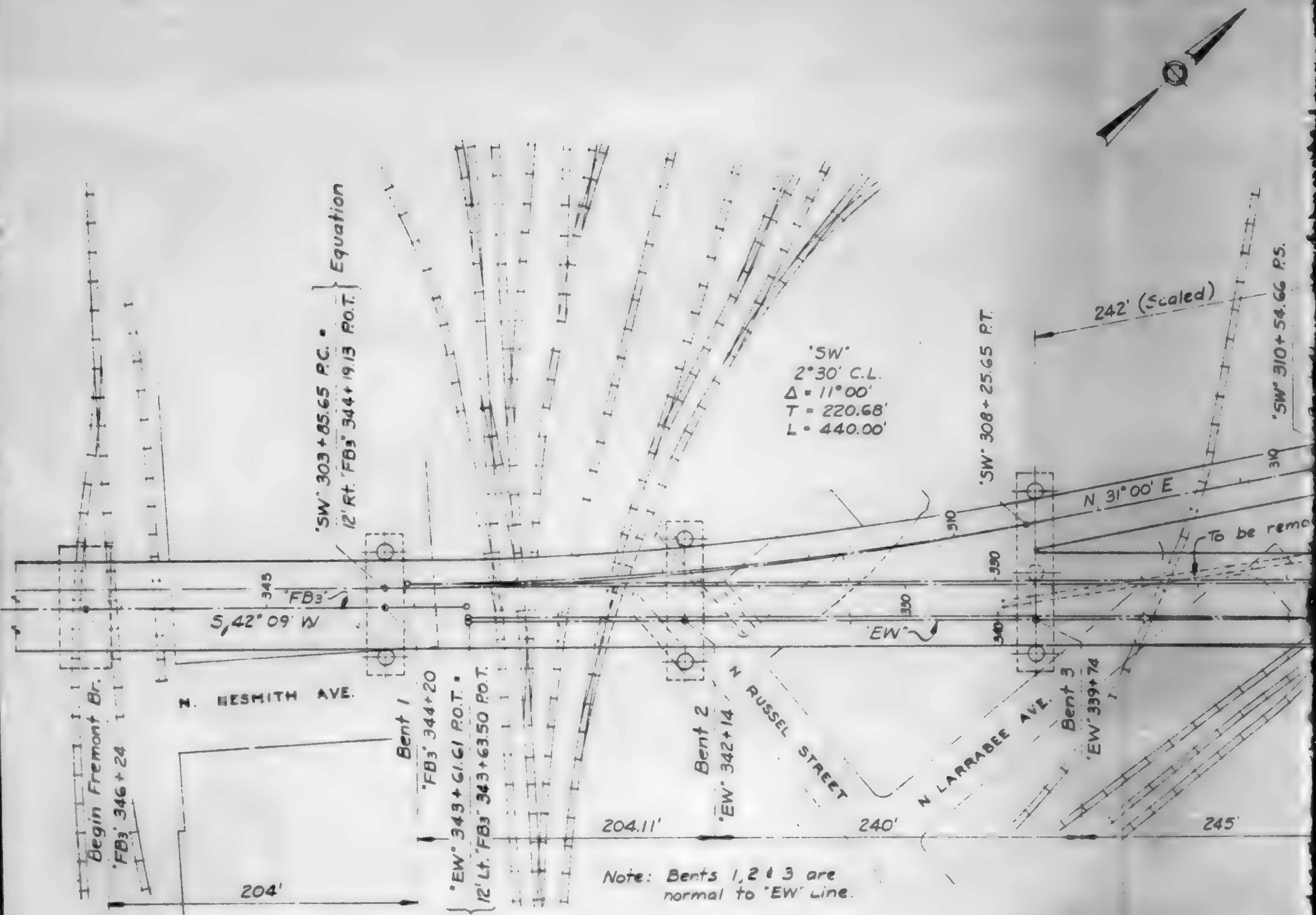
Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enclosures
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
I. D. Marchant

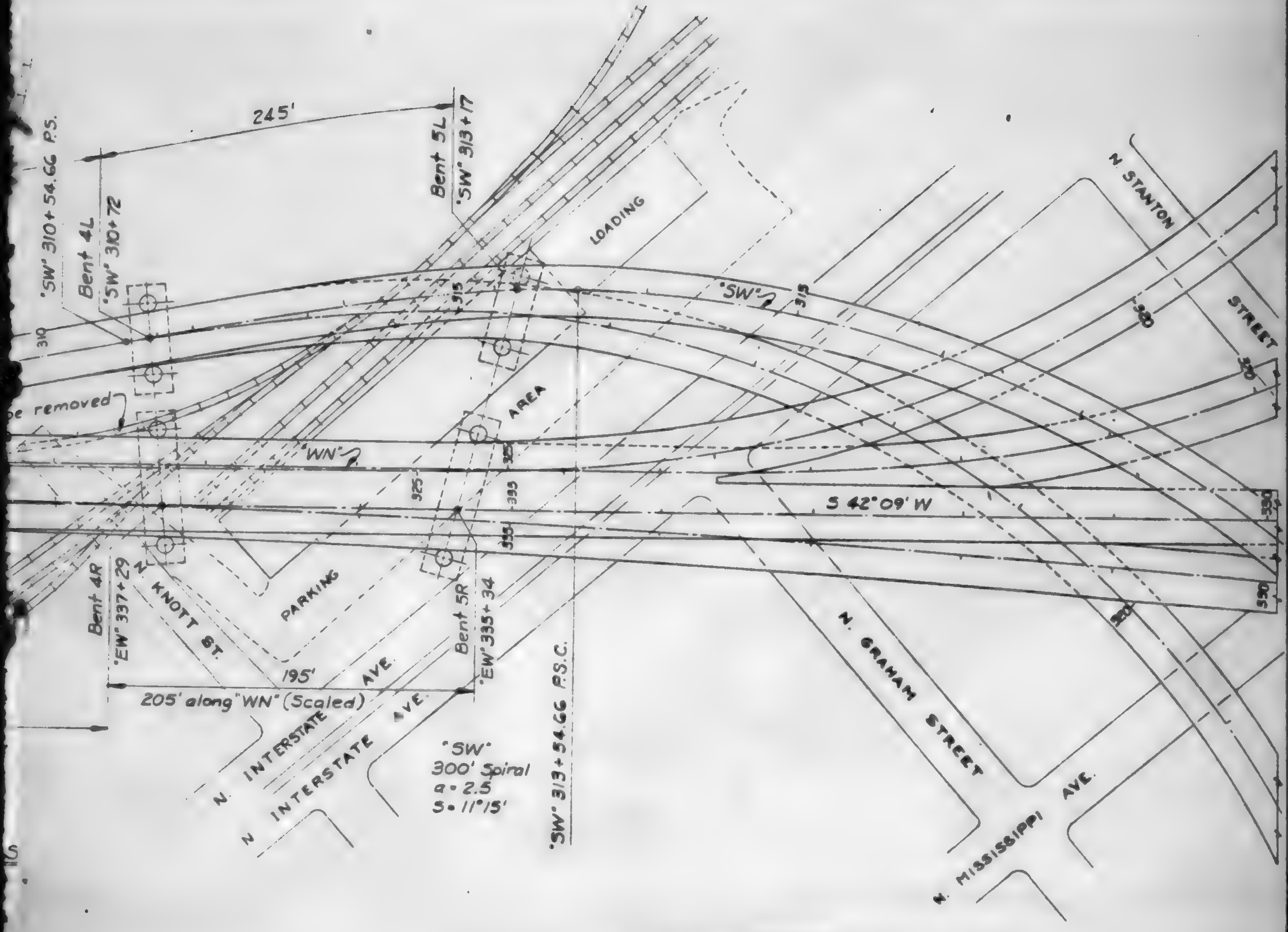
TE:ja ms



Note: Bents 1, 2 & 3 are normal to "EW" Line.

PART PLAN - PRELIMINARY BENT LOCATIONS

Scale: 1" = 50'-0"



NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

APPROVED:

BRIDGE ENGINEER

ASS'T STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED
DRAWN WOOD
CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

EAST FREMONT INTERCHANGE

STADIUM FREEWAY SEC. - MULTNOMAH CO.

PRELIMINARY BENT LOCATIONS

DATE NOV. 14, 1966 BRIDGE NO. 8958
ACCOMPANIED BY DWGS.
SHEET ... OF ...
DRAWING NO. 22586

RECEIVED
JAN 16 1967

FOR FILING

I-405-8(21)303
7214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1967

SUBJECT:

To: Memo to File

The committee for selection of consultants, as noted in previous correspondence, sent tentative feelers to four consulting engineering firms concerning the design of the east and west approaches to the proposed Fremont Bridge. They were furnished a geometric layout and 8 x 10 glossy photos of the models of the approaches and were asked to submit brochures indicating their manpower capacities and experience on like projects.

All four consultants replied and their data were evaluated. A copy of the evaluations is attached.

Based on these evaluations, this committee elected to enter into negotiations with Howard, Needles, Tammen & Bergendoff and tentatively decided to award the job to that firm provided a satisfactory fee arrangement can be worked out.

R. L. Porter
Deputy State Highway Engineer

cc/att Bureau of Public Roads
Salem

cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
I. D. Merchant

TE:ja ms

EVALUATION OF CONSULTANTS

EAST AND WEST FREMONT BRIDGE APPROACHES

January 5, 1967

Consulting Engineering Firm:

Howard-Needles Tammen & Bergendorf

Legal

O.K. - One partner has Oregon P.E. license.

Professional Qualifications

Both structural and architectural work. Have Seattle office (partner in charge) - approximately 29 personnel.

Experience

Approximately 52 years in structural work.

Specialization

Main specialty - bridges, highways and airfields.

Depth

Average experience of principals - 30 years. (Range from 45 to 20 years)

Past Performance

Have listed in their U.S. Government Arch.-Engr. Questionnaire $1,189,127,000 of work in various stages of completion of which most of it is work on bridges and highways.

EVALUATION OF CONSULTANTS

EAST AND WEST FREMONT BRIDGE APPROACHES

January 5, 1967

Consulting Engineering Firm:

Sverdrup & Parcel and Associates, Inc.

Legal

O.K. - Three principal members hold Oregon engr. license

Professional Qualifications

Both structural and architectural work. Have Seattle office with 20 designers.

Experience

Nearly 40 years in urban highways and expressways.

Specialization

Structural bridge and viaducts.

Depth

Average experience of principals - approximately 39 years. (Range from 46 to 20 years)

Past Performance

Has recently completed work similar to Fremont Br. as follows:

Jacksonville, Florida	$11,800,000
St. Louis, Missouri	8,000,000
Are working on:	
Inner Belt & Turnpike Conn.	
Boston, Massachusetts	12,000,000
E. St. Louis, Ill.	10,000,000
Daniel Boone Expressway in St. Louis, Mo.	15,000,000

EVALUATION OF CONSULTANTS

EAST AND WEST FREMONT BRIDGE APPROACHES

January 5, 1967

Consulting Engineering Firm:

Porter, Armstrong, Ripa & Associates

Legal

O.K.

Professional Qualifications

Experience

Specialization

Depth

Past Performance

Designed structures in Salt Lake City, Utah - a multimillion dollar work.

EVALUATION OF CONSULTANTS

EAST AND WEST FREMONT BRIDGE APPROACHES

January 5, 1967

Consulting Engineering Firm:

International Engineering Co. Inc.

Legal

O.K.

Professional Qualifications

Insufficient information.

Experience

List of jobs performed indicates most work in field of dams, power plants, tunnels and railroads.

Specialization

Work in U.S.A. shows approximately 5% on highways.

Depth

Past Performance

Insufficient information.

RECEIVED
JAN 1 [illegible] 1967

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1805 GRAND AVENUE, KANSAS CITY, MISSOURI 64108
CODE: 816. BALTIMORE 1-6900
CABLE: HOWARDNEED KANSAS CITY

[illegible] BERGENDOFF
THEODORE J. CAMBERN
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
CARL H. PETERSON
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER

ADVISORY BOARD
ENOCH R. NEEDLES
JAMES P. EXUM
ELLIS E. PAUL
ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
[illegible]

ALEXANDRIA, VIRGINIA
AUGUSTA, MAINE
BOSTON, MASSACHUSETTS
CLEVELAND, OHIO
DALLAS, TEXAS
FAIRFIELD, NEW JERSEY
HAVERFORD, PENNSYLVANIA
KANSAS CITY, MISSOURI
MIAMI, FLORIDA
MILWAUKEE, WISCONSIN
MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK
ORLANDO, FLORIDA
OVERLAND PARK, KANSAS
SEATTLE, WASHINGTON
WASHINGTON, D.C.

December 27, 1966

I-405-8(20)303

7214

REFERRED TO Edwards
BY DEPUTY S[illegible]

~~Mr. R. L.~~ Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Consult.

Re: Engineering Services
Fremont Bridge Approaches
Portland, Oregon

Dear Mr. Porter:

Your letter of December 12, 1966 has been referred to this office by Mr. Bleistein for reply. We wish to assure you that we are quite interested in providing engineering services for the project you describe.

It is evident, from the model studies already undertaken, that you are interested in producing facilities of pleasing appearance. We are in complete accord with this professional approach. In our own practice, we endeavor to produce structures and roadways reflecting aesthetic consideration. This is done through careful attention to all details and integration of architectural treatment.

In this regard, we find the capabilities of our architectural and delineation staff essential in developing the aesthetic treatments and in portraying the appearance of the final structure.

You inquired regarding the structural type and architectural treatment that we would recommend for the subject project. You will appreciate, we are sure, that meaningful recommendations can only be made upon completion of preliminary investigations. Based on our experience in other areas it appears that either continuous concrete girder construction or continuous steel girder construction is indicated. For concrete, box girders may prove most suitable; with steel, horizontally curved girders are quite pleasing. Our experience in the State of Washington, indicates that concrete construction in the northwest commands economic advantage.

NOTED
TOM [illegible]

RECEIVED
DEC 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Customarily, upon receiving an assignment of this type, we prepare as a first step "Master Plans" (usually to a scale of 1"=50') of the proposed facility. During the preparation of the master plan, alternative studies are made of structure type, architectural treatment, landscaping, lighting and signing, arrangement of substructure elements, and any other features which may affect the design. With respect to the project at hand (primarily structure), the master roadway plan would be accompanied by complete preliminary bridge plans. These bridge plans, developed after the completion of the comparative cost studies, portray the length of span, number and location of columns, types of joints and other features necessary to establish structural details.

Upon approval, the master plan serves then as a reference for the orderly development of contract drawings.

As an indication of the scope and complexity of similar projects designed by us, we enclose one copy each of:

1. "Expressways" Brochure.
2. "Bridges" Brochure.
3. Seven (7) Perspective Drawings of Complex Urban Interchanges.
4. One (1) Sheet of Architectural Treatment Studies - Seattle Freeways.
5. One (1) Sheet of Architectural Treatment Studies - Akron Expressways.
6. Two (2) Sheets of Architectural Treatment - Truman Road Viaduct, Kansas City, Missouri.
7. Type Study Report - September 1965 - Milwaukee Harbor Bridge

For definitive data regarding the number and types of technical personnel on our staff, we enclose one copy of the U. S. Government Architect-Engineer Questionnaire Form 251.

Due to the size of our organization, we are able to meet the accelerated schedules often required for this type of work. We wish to assure you therefore that if we are given this assignment, sufficient personnel will be assigned to the work so that it may be completed by May 1, 1968.

We would be pleased to meet with you to discuss the project at any time you desire.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

Jos. Sorkin

Jos. Sorkin

JS:mh

cc: Mr. F. E. Bleistein

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DEC 20 1966

4125-8-9-1323
7214

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
1826 FIFTH AVENUE, SEATTLE, WASHINGTON 98101
CODE: 206, MAIN 3-4680

RUBEN N. BERGENDOFF
THEODORE J. CAMBERN
JOSEPH SORKIN
ELMER K. TIMBY
CARL L. ERB
CARL H. PETERSON
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER

ADVISORY BOARD
ENOCH R. NEEDLES
JAMES F. EXON
ELLIS E. PAUL

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

ALEXANDRIA, VIRGINIA
AUGUSTA, MAINE
BOSTON, MASSACHUSETTS
CLEVELAND, OHIO
DALLAS, TEXAS
FAIRFIELD, NEW JERSEY
HAVERFORD, PENNSYLVANIA
KANSAS CITY, MISSOURI
MIAMI, FLORIDA
MILWAUKEE, WISCONSIN
MINNEAPOLIS, MINNESOTA
NEW YORK, NEW YORK
ORLANDO, FLORIDA
OVERLAND PARK, KANSAS
SEATTLE, WASHINGTON
WASHINGTON, D.C.

December 15, 1966

REFERRED TO
EDWARDS
BY DEPUTY STATE HIGHWAY ENGINEER

Library
Eng. firms

Mr. R.L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

We wish to acknowledge and thank you for your letter of December 12, 1966 inquiring with respect to our interest in providing the design plans for the approaches to the Fremont Bridge on Interstate Route 405 in Portland.

We are indeed interested in providing these engineering services and believe that we are particularly well suited for the assignment.

Considering our present commitments here in Seattle, and the magnitude of this project, we envisage the work being accomplished within the time specified partly in our Seattle Office and partly in our Kansas City Office, - - with the major share of the plan work being performed in Kansas City and the necessary liaison handled by our Seattle Office.

We have forwarded your letter and prints on to our Kansas City Office for response relative to your other specific questions. You may expect Mr. Sorkin's reply promptly.

Sincerely yours,

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

F. E. Bleistein

FEB/mb
cc: Mr. Jos Sorkin

Copy - [illegible]
12-14-66

NOTED
TOM EDWARDS

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DEC 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1966
FOR FILING

Consult
Projects
Misc - Portland

Fre. App

December 12, 1966

Howard, Needles, Tammen & Bergendoff
1326 5th Avenue
Seattle, Washington 98101

Gentlemen:

The Oregon State Highway Department is considering retaining a private engineering firm to design the approaches to the Fremont Bridge. This is a crossing of the Willamette River on Interstate Route 405 in the city of Portland. The main structure is now under design as a separate project and is not a part of this proposal.

Current preliminary estimates of cost, exclusive of design and engineering, for the two approach interchange structures is approximately $25 million. Present schedules call for submitting plans, specifications, and estimates to the Bureau of Public Roads in May 1968.

Enclosed for your information are photographs of scale models of both approach interchanges. Please note, however, that the main crossing is schematic only. A sketch of the proposed bridge type under design is also enclosed. Will you advise us if your firm would be interested in undertaking this assignment and if you have sufficient personnel to complete the work by May 1, 1968. If you are interested, we will also wish to be advised of the structural type and architectural treatment that you might wish to recommend. If you have performed similar work in other locations, brochures or sketches of such work will be appreciated.

It is not necessary for you to contact this office for an interview at present. This letter is for the sole purpose of inquiry as to your availability so that a final evaluation can be made. If you need further information, feel free to contact me at 364-2171, extension 1071, area code 503.

May we hear from you at your early convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Bureau of Public Roads

cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

VE/ja/RLP:ms

encs.

RECEIVED
NOV 29 1966
FOR FILING

I 405-8(20) 303
7214

November 29, 1966

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

This Department's committee on the selection of consultants (namely, Tom Edwards, F. B. Klaboe, and I) met and discussed the matter of employing a consultant to design the east and west approaches to the Fremont Bridge on I-405 in Portland.

Careful consideration was given to the possibility of accomplishing this work with State forces. Our first analysis is that about 65,000 man-hours will be required. This is impossible of achievement with the design forces available to us.

The second step taken by this committee was an examination of the brochures of consulting firms available to us. From these, a selection of the following four firms was made:

1. Howard, Needles, Tammen & Bergendoff

2. Sverdrup & Parcel

3. Porter, Armstrong, Ripa & Associates, Inc.

4. International Engineering Company, Inc.

A meeting will be held with these four companies to determine:

(a) If they are interested in this project;

(b) If they have sufficient personnel to accomplish it;

861-14

Oregon State Highway
Photo. 861-14
TRAVEL DIVISION

RECEIVED
NOV 29 1966
FOR FILING

I-405-8(20) 303
7214

November 29, 1966

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

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Careful consideration was given to the possibility of accomplishing this work with State forces. Our first analysis is that about 65,000 man-hours will be required. This is impossible of achievement with the design forces available to us.

The second step taken by this committee was an examination of the brochures of consulting firms available to us. From these, a selection of the following four firms was made:

1. Howard, Needles, Tammen & Bergendoff

2. Sverdrup & Parcel

3. Porter, Armstrong, Ripa & Associates, Inc.

4. International Engineering Company, Inc.

A meeting will be held with these four companies to determine:

(a) If they are interested in this project;

(b) If they have sufficient personnel to accomplish it;

(c) The type and architectural treatment which they would propose to use; and,

(d) Request brochures of like work they have accomplished.

From the submissions emanating from the above, a final selection of a consultant will be made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

TE:jA ms

F-RF-111 N. Fork Coquille R. (Myrtle 1969
(11) Point) Br., Coos Bay-Roseburg Hwy.
#7215 (Grad., pav., struct.) [redacted]

RECEIVED
JUL 7 - 1971

FOR FILING

F-RF-111(11)
7215

July 7, 1971

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

On June 22, 1971, we wrote to you concerning release of final payment on Contract No. 7215 awarded to Roy L. Houck Sons' Corporation for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $7,692.97 and the total contract amount is $1,848,728.26, including $12,793.80 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Roy L. Houck Sons' Corporation
P. O. Box 7381
Salem, Oregon 97308

Updegraff Insurance, Inc.
776 Commercial St., S. E.
Salem, Oregon 97301

bc Frank Morgan
Ivan Merchant
C. T. Kassey
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 22 1971
FOR FILING

F-KF-111 (11)
7215

June 21, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 30, 1970 on Contract No. 7215. The contract was with Roy L. Houck Sons' Corporation and was for grading, paving and structures on the North Fork, Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 21, 1971 and that you concur in this procedure at the Commission meeting on July 27, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

RECEIVED
JUN 4 1971
FOR FILING

F-RF-111(11)

7215

May 5, 1971

Roy L. Houck Sons' Corporation
P. O. Box 7381
Salem, Oregon 97308

Gentlemen:

The State Highway Commission at its meeting on May 4 considered your request for a 32 day extension of time on Contract No. 7215 on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 16 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Skoog
C. T. Keasey
Bobby Johnson
Federal Highway Administration

APR 28 1971

F-RF-111(11)
7215

April 27, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
May 4, 1971 meeting

Gentlemen:

Roy L. Houck Sons' Corporation, contractor on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway, Contract No. 7215, in Coos County, has requested a 32-day extension of time on this project. The contractor cites nine reasons, two of them related to structure work which constituted 61 percent of this project and the remainder to added orders and bid item overruns, for failure to complete the work on time.

Work on three added orders for drainage, guardrail and minor slide cleanup and an unplanned perforated pipe installation, all done in the later stages of the project, collectively justify 11 days' extension.

The contractor cooperated in curtailing his operations over the Labor Day weekend, by which time the work had reached a stage where any work would have been detrimental to the holiday traffic. An extension of three days is therefore justified. There was also a two-day delay in submitting the contract for execution because of time required to get the Coast Guard construction permit.

For the above reasons, we recommend an extension in the amount of 16 days which will leave 22 days and $4,400 in effect. This was a Federal-aid primary project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the May 4 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

JAB:fw fn

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 21, 1971

In reply refer to 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM: for G. K. Hassner
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-RF-111(11)
North Fork Coquille River Bridge Section
Request for Time Extension

The contractor's request for an extension of time, reviewed in your letter of April 15, 1971, has been reviewed in this office.

The development for your recommendation of granting a 16-day extension appears satisfactory and we concur in the extension of contract time for that amount.

cy to Const
5-3-71

Johnson

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OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7215 Contractor Roy L. Houck Sons' Corporation

Highway Coos Bay-Roseburg

Section N. Fk. Coquille River (Myrtle Point) Bridge

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 16-day extension for late work added by Price Agreement No. 9, EWO No. 4, EWO No. 7, and added perforated pipe. This includes 3 days for Labor Day weekend and 2 days for late submission of contract.

Recommended for Approval:

REG. CONSTR. ENGR. Division Engineer

for Construction Engineer or Bridge Engineer

A E Johnson
State Highway Engineer

Contract No. 7215

Project designation F-RF-111(11)
State-Federal

Date awarded May 5, 1969

Work started May 21, 1969

Per cent completed 100%
Date

No. of Workdays Allowed 390

No. of Workdays Used 421

No. of Added Workdays Requested 31

SP*0200-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 24, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 390 days to 421 days, within which to complete our Contract No. 7215, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By Jim Lambie

CONSENT OF SURETY

Date January 8, 1971

We, The Aetna Casualty & Surety Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

B H Updegraff Jr.
Attorney-in-fact

(SEAL)

B H Updegraff Jr.
Resident Agent

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1971

SUBJECT: N. Fork Coquille River (Myrtle
Point) Bridge Section
Contract No. 7215
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Roy L. Houck Sons' Corporation requests a 32-day extension of time on this project. The contractor cites nine reasons, two of them related to structures work which constituted 61 percent of this project and the remainder to five added orders and two bid item overruns. Some pertinent dates are:

Bids opened	April 17, 1969)	22 days
Contract sent	May 9, 1969)	
Work started	May 21, 1969	
Traffic over new structure	September 8, 1970	
390 Calendar Workdays elapsed	September 12, 1970	
Project complete	October 20, 1970	

38 days liquidated damages assessed at $200 per day = $7,600

In considering this request, we have considered closely the changes or additions occurring during the last two and one-half months of the project and recommend extensions on several of them as follows:

Item No. 1 - A minor grade change and additional drainage involved Price Agreement No. 9 which is dated August 31, 1970 or only 12 days before the contract time expired. This interfered with normal surfacing operations and we concur with the Resident Engineer's recommendation for 4 days extension on this reason.

Item No. 8 - The largest added order was Extra Work Order No. 4 for slide correction work. The late work on this order was to restore roadside ditches where cut slopes raveled and sloughed down. Work done under this order on September 28 justifies 1 day extension.

SP*52475-734

Item No. 9 - Special guardrail bent to a short radius was installed under Extra Work Order No. 7 on October 13 and 14 and justifies 2 days extension of time because guardrail work was the last significant work accomplished.

Item No. 7 - Additional fencing and gates were covered by Price Agreement No. 3. This work was apparently done a couple date in June, 1970 with no overall delaying effect, so not time is recommended on this item.

Reason s involving late added contract quantities are:

Item No. 2 - Seeding and mulching overran 29 percent. This work was done between October 6 and 9, but this was concurrent with regular guardrail work so we do not believe extension is justified even though the Resident Engineer recommended 2 days.

Item No. 3 - Unplanned perforated pipe was added in a more difficult stage construction area and with difficult trenching. This work was done in early August just prior to the placing of surfacing material in the area involved and justifies 4 days extension. The drain pipe bid item overran 31 percent (170 feet). We concur with the Resident Engineer's recommendation for 4 days extension for this reason.

Item No. 6 - The Cement Treated Base Mixture overran only 3.8 percent (1,000 tons), but the Stone Base underran 68 percent (6,000 tons). The contractor's request is based on the crushing time involved for the CTB, but we cannot confirm that the relatively small quantity changes delayed the contractor.

The two structure related items are:

Item No. 4 - The high water occurred during the three-month dormant period when time was not charged. We cannot confirm that it was so unusual as to qualify for the very limited definition allowed as an Act of God, so no extension is recommended.

Item No. 5 - Price Agreement No. 1 added some toe trench excavation and riprap at bridge ends, but this work was done in October of 1969, early in the job and does not appear to have had a delaying effect.

Extensions recommended above total 11 days. In addition to this, we recommend an additional 3 days due to an unofficial suspension of work over the Labor Day Weekend, September 5 through 7, 1970. No formal shutdown order was issued, but the contractor cooperated in curtailing his operation which at that time had reached a stage where any work would have been detrimental to the holiday traffic.

We also note there was an excessive lapse of 2 days before the contract was sent after award. This was apparently because the Coast Guard permit was not received until May 5. An additional 2 days is justified for this reason.

We therefore recommend a total extension of 16 days which will leave 22 days in effect at the rate of $200 per day. (The Region and Resident recommendations were for 18 days extension.) This was a Federal-aid Primary project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1971
FOR FILING

F-RF-111(11)
7215

April 15, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: North Fork Coquille River (Myrtle
Point) Bridge Section
Oregon Project F-RF-111(11)
Contract No. 7215
Request for Time Extension

The contractor requests a 32-day extension of time on this project and cites nine reasons, two of them related to structures work which constituted 61 percent of the project and the remainder to five added orders and two bid item overruns. Some pertinent dates are:

Bids opened	April 17, 1969)	22 days
Contract sent	May 9, 1969)	
Work started	May 21, 1969	
Traffic over new structure	September 8, 1970	
390 calendar workdays elapsed	September 12, 1970	
Project complete	October 20, 1970	

38 days liquidated damages assessed at $200 per day = $7,600

In considering this request, we have considered closely the changes or additions occurring during the last two and one-half months of the project and recommend extensions on several of them as follows:

Contractor's Item No. 1 - A minor grade change and additional drainage involved Price Agreement No. 9 which is dated August 31, 1970, or only 12 days before the contract time expired. This interfered with normal surfacing operations and we concur with the Resident Engineer's recommendation for 6 days extension on this reason.

Contractor's Item No. 8 - The largest added order was Extra Work Order No. 4 for slide correction work. The late work on this order was to restore roadside ditches where cut slopes raveled and sloughed down. Work done under this order on September 23 justifies 1 day extension.

Contractor's Item No. 9 - Special guardrail bent to a short radius was installed under Extra Work Order No. 7 on October 13 and 14 and justifies 2 days extension of time because guardrail work was the last significant work accomplished.

Contractor's Item No. 3 - Unplanned perforated pipe was added in a more difficult stage construction area and with difficult trenching. This work was done in early August just prior to the placing of surfacing material in the area involved and justifies 4 days extension. The drainpipe bid item overran 31 percent (170 feet). We recommend 4 days extension for this reason.

Extensions recommended above total 11 days. In addition, we recommend an additional 3 days due to an unofficial suspension of work over the Labor Day weekend, September 5 through 7, 1970. No formal shutdown order was issued but the contractor cooperated in curtailing his operation which at that time had reached a stage where any work would have been detrimental to the holiday traffic.

There was also an excessive lapse of two days before the contract was sent after award. This was apparently because the Coast Guard permit was not received until May 5. An additional 2 days is justified for this reason.

We seek your concurrence in a total extension of 16 days which will leave 22 days in effect at the rate of $200 per day.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
F. D. Morgan
V. L. Gallagher

JAB:fw

RECEIVED
MAR 17 1971
FOR FILING

F-KF-111(
7215

March 17, 1971

City of Myrtle Point
City Hall
Myrtle Point, Oregon 97458

Attention: Ben E. Nichols
City Manager

Gentlemen:

Thank you for your letter of March 15 informing us that you received on March 12, 1971, final payment on your claim against Roy L. Houck Sons' Corporation.

Our records indicate that this was in reference to your claim for materials and services in the amount of $141.60 against the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corp.
The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.

Commissioners
CWH:fkn

NOTED ON CARD
3-17-71
fn

CITY OF MYRTLE POINT
IN THE HEART OF THE FAMOUS MYRTLEWOODS
Coos County, Oregon

March 15, 1971

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Floyd Query
Secretary

Re: Contract No. 7215

Dear Sir:

This is pertaining to the unpaid claim the City of Myrtle Point had for materials and services rendered to Roy L. Houck Sons' Corporation while they were working on the North Fork Coquille River Bridge project.

Final payment was received March 12, 1971 so all claims have been paid in full.

Very truly yours,

Ben E. Nichols

Ben E. Nichols
City Manager

BEN:bc

NOTED
FLOYD QUERY

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 18 1971
FOR FILING

F-NF-111(11)

7215

NOTED ON CARD
3-16-71 kl

March 16, 1971

Acme Machine & Supply
P. O. Box 366
Myrtle Point, Oregon 97458

Gentlemen:

Thank you for your letter of March 12 advising us that you have received a check from Roy L. Houck Sons' Corporation in the amount of $135.50 which settles their account in full.

You stated this is in reference to your claim for parts and labor on the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

This information is being noted in the records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission

CWH:kl

ACME MACHINE & SUPPLY
P. O. Box 366
MYRTLE POINT, OREGON 97458

Area Code 503 572-5726

DATE March 12, 1971

SUBJECT unpaid billing
Roy L. Houck Sons Corp

RECEIVED

TO

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sirs:

This is to advise that as of today, we have Roy L. Houck Sons' Corp. check #11567 in the amount of $135.50, which settles their account in full with us.

Thank you for the help you have provided in getting this October balance cleared.

This billing was in connection with Roy L. Houck Sons' Contract #7215 for work on N. Fork Coquille River (Myrtle Point) Bridge of the Coos Bay-Roseburg Highway in Coos County, and was an October 1970 charge.

☑ *PLEASE REPLY* ☐ *NO REPLY NECESSARY*

NOTED
C. W. HEAD

SIGNED Acme Machine & Supply
Bkkpr.

RECEIVED
FOR FILING

4584

FILED
MAR - 9 1971
RS
STATE

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

noted on card
RL
3-12-71

March 9, 1971

Acme Machine and Supply
503 Herman Street
Myrtle Point, Oregon 97458

7215

Attention: Henry Rowell

Gentlemen:

This is in reply to your letter of February 24, 1971, advising us that Roy L. Houck Sons' Corporation owes you for parts and labor in the amount of $135.50.

This appears to be in connection with Roy L. Houck Sons' Corporation Contract No. 7215 for work on N. Fork Coquille River (Myrtle Point) Bridge of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S. E., Salem, furnished the performance bond on this contract. We will advise them of receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED

NOTED
C. W. HEAD

ACME MACHINE AND SUPPLY MANUFACTURER OF THE ACME LOG GRAPPLE

503 HERMAN STREET • MYRTLE POINT, OREGON • PHONE 2421

February 24, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

attention: Mr. Floyd Query

Dear Sir:

We have found it necessary to contact you to advise that we have unpaid October invoices for parts and labor which have been charged to Roy L. Houck Sons' Corporation which we are unable to collect, although all bills and several telephone calls have been used.

According to former correspondence, the contract job number is 7215 for grading, paving and structures on the N. Fork Coquille River Bridge section of the Coos Bay-Roseburg Highway in Coos County. At the present, the job is completed and all personel have moved on.

The following are the outstanding unpaid invoices:

INV# 4407..October 5, 1970..PO# 6954-43998. . . .$ 114.90
INV# 4436..October 9, 1970..PO# 6954-43998. . . .$ 20.60

total $ 135.50

We would appreciate your help in this matter so we can make collection for this past due account. We have failed in any of our efforts. Thank you.

Very truly yours,

ACME MACHINE & SUPPLY

Henry Rowell

Henry Rowell, owner

HR/ds

copy to: Aetna Life & Casualty
copy to: Roy L. Houck Sons

NOTED
FLOYD QUERY

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Ok ✓

RECEIVED
MAR 4 - 1971
FOR FILING

Claim 4582

FILED
FEB 24 1971
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

E-AE-111(

7215

February 24, 1971

Johnson Rock Products
P. O. Box 548
North Bend, Oregon 97459

Attention: Cecil R. Johnson
President

NOTED ON CARD
3-1-71 KL

Gentlemen:

This is to acknowledge receipt of your letter of February 18 informing us that Roy L. Houck Sons' Corporation owes you a balance due of $12,074.84.

From the description given in your letter, this appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corp.
The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Commission

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB 24 4 31 PM '71
CLAY MYERS

NOTED
C. W. HEAD

johnson
products

February 18, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Bldg.
Salem, Oregon 97310

Dear Sir:

We were the paving sub-contractor to Roy L. Houck Sons' Corp. on Contract No. 7215.

Our work was completed October 8, 1970 and a payment was made to us on December 18, 1970; however the balance due of $ 12,074.84 has not been paid.

We trust this notice will insure our final payment.

Very truly yours,

Cecil R Johnson
CECIL R. JOHNSON, PRES. dj

CRJ/dj

redi-mix · paving · quarry · tile

NOTED

RECEIVED
MAR 4 - 1971
FOR FILE

Claim 4581

FILED
FEB 24 1971
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 24 4 38 PM '71
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

[illegible]
7215

February 24, 1971

A. B. Daly and Company
P. O. Box 240
Coos Bay, Oregon 97420

NOTED ON CARD
3-1-71 RL

Attention: Harvey J. Vaughan

Gentlemen:

This is in reply to your letter of February 19, with attached statements, indicating that Roy L. Houck Sons' Corporation owes you $17.10.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty and Surety Company
Updegraff Ins., Inc.
Roy L. Houck Sons' Corp.

Commission

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

DALY

A · B · DALY & CO.
Industrial Supplies

P. O. BOX 240
824 N. FRONT STREET
COOS BAY · OREGON 97420

February 19, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Gentlemen:

We refer to our letter of February 16th, copy attached, concerning Roy L. Houck & Sons Co., of Salem and their past due account with us. The total due is $17.10, most of which is interest or a service charge at 1% per month for accounts over 30 days old, as follows:

December, 1969	57¢
January, 1970	63¢
February, 1970	1.05
May, 1970	3.78
June, 1970	5.36

On October 15, 1970, our Invoice No. 16994, 5 only S-78 Phillips Shells- 5.71

Total $ 17.10

A statement is also attached.

Very truly yours,

A. B. DALY & CO.

Harvey Vaughan

Harvey J. Vaughan

2 Enc.

RECEIVED
[illegible] FEB 1971
STATE HIGHWAY COMMISSION

DALY

A · B · DALY & CO.
Industrial Supplies

P. O. BOX 240
824 N. FRONT STREET
COOS BAY · OREGON 97420

February 16, 1971

Oregon State Highway Department
Salem, Oregon 97301

Gentlemen:

Rpy L. Houck & Sons, Contractors, of Salem, recently completed a bridge project on Oregon Highway 42, near Myrtle Point.

A small balance is still due on their account with us and they don't seem inclined to pay it.

Please advise the name of the company which bonded this particular job.

Very truly yours,

A. B. DALY & CO.

Harvey J. Vaughan

RECEIVED
FEB 19
A. B. DALY & CO.

2-18-71 re Contract 7215

Mr. Vaughan

The bond was furnished by Aetna Casualty & Surety Co. Their Portland address is 1201 SW 12th Portland, 97205.

We suggest you file your claim w h us by letter giving amount, dates, etc. for the

Flor. Emery, Secty

STATEMENT

A·B·DALY & CO.
Industrial Supplies
267-3143 COOS BAY · OREGON 824 NO. FRONT
ZIP CODE 97420
P.O. Box 240

Roy L. Houck & Sons
P.O. Box 7381
Salem, Oregon 97308

ALL ACCOUNTS DUE AND PAYABLE ON 10th OF MONTH FOLLOWING DATE OF PURCHASE.
FINANCE CHARGE OF 1% PER MONTH (ANNUAL RATE: 12%) CHARGED ON PAST DUE BALANCE.

DATE 1970	REFERENCE	CHARGES	CREDIT	BALANCE
			BALANCE FORWARD ⇨	37.69 •
OCT 15	16,994	5.71		43.40 •
OCT 27 CSH			20.30 -	23.10 •
DEC 9 CSH 1971			6.00 -	17.10 •

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

REMARKS

MOORE BUSINESS FORMS INC. LA

STATEMENT

A·B·DALY & CO.

Industrial Supplies

267-3143 824 NO. FRONT

COOS BAY · OREGON

ZIP CODE 97420

P.O. Box 240

RECEIVED

ROY L. HOUCK & SONS
P. O. BOX 7301
SALEM, OREGON 97303

ALL ACCOUNTS DUE AND PAYABLE ON 10th OF MONTH FOLLOWING DATE OF PURCHASE.
FINANCE CHARGE OF 1% PERMONTH (ANNUAL RATE: 12%) CHARGED ON PAST DUE BALANCE.

DATE 1970	REFERENCE	CHARGES	CREDIT	BALANCE
			BALANCE FORWARD →	106.23
FEB 13	8,316	121.15		227.38
FEB 20	8,359	100.83		328.21
FEB 25 U/H		1.05		329.26
MAR 4	9,360	33.10		362.36
MAR 7	9,367	17.83		380.19
MAR 13	9,374	57.78		437.97
MAR 21 CSH			327.01-	110.96
MAR 24	10,049	18.38		
MAR 24	10,359	17.22		
MAR 24	10,508	9.75		156.31
MAR 26	10,395	4.52		160.83
APR 1	10,394	8.30		169.13
APR 3	10,707	76.32		245.45
APR 15	9,142	10.26		255.71
APR 17	11,262	14.99		270.70
APR 22	11,328	57.61		328.31
APR 24	11,361	52.35		380.66
APR 29	11,264	10.26		390.92
MAY 6	11,935	15.99		405.91
MAY 14	12,135	119.59		526.50
MAY 19	12,257	9.04		535.54
MAY 25 U/H		3.78		539.32
JUN 25 U/H		5.36		544.68
JUL 7	13,985	14.44		559.12
JUL 8	14,003	11.10		570.22
JUL 25 CSH			533.29-	36.93
AUG 12	15,092	8.30		45.23
AUG 28	15,500	12.00		57.23
SEP 10	16,044	6.00		63.23
SEP 24 CSH			25.54-	37.69

REMARKS

MOORE BUSINESS FORMS INC. LA

file

RECEI
FEB 18 1971
FC

DALY

A · B · DALY & CO.
Industrial Supplies

P. O. BOX 240
824 N. FRONT STREET
COOS BAY · OREGON 97420

E-RE-111(11)
7215

February 16, 1971

Oregon State Highway Department
Salem, Oregon 97301

Gentlemen:

Rpy L. Houck & Sons, Contractors, of Salem, recently completed a bridge project on Oregon Highway 42, near Myrtle Point.

A small balance is still due on their account with us and they don't seem inclined to pay it.

Please advise the name of the company which bonded this particular job.

Very truly yours,

A. B. DALY & CO.

HVaughan
Harvey J. Vaughan

2-18-71 re Contract 7215

Mr. Vaughan

The bond was furnished by Aetna Casualty & Surety Co. Their Portland address is 1201 SW 12th Portland, 97205.

We suggest you file your claim with us by letter giving amount, dates, what for etc

Floyd Query, Secty

RECEIVED
FEB 8 1971
FOR FILING

F-RF-111(11)

7215

February 5, 1971

Riddlesbarger, Pederson, Young and Horn
Attorneys at Law
1170 Pearl Street
Eugene, Oregon 97401

Attention: Phil Cass, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of February 2, addressed to the Secretary of State and to the Secretary of the Oregon State Highway Commission, with attached Notice of Claim of Morse Bros., Inc., stating that Roy L. Houck Sons' Corporation owes them for prestress concrete material in the amount of $3,070.

As stated in the claim, this appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

We also acknowledge receipt of Morse Bros. Inc.'s claim for prestress concrete material in the amount of $16,290 against Roy L. Houck Sons' Corporation.

This appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7289 for work on the Saddle Mountain Junction-Little North Fork Nehalem River Section of the Sunset Highway in Clatsop County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, furnished the performance bonds on these contracts. We will advise them of the receipt of these claims and we will also forward them to the Secretary of State for filing.

Please advise this office when these claims have been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkm

cc The Aetna Casualty and Surety Company
Updegraff Insurance, Inc.
Ray L. Houck Sons' Corporation

Commission

Hon. Clay Myers - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

[illegible] CARD
2-5-71

RIDDLESBARGER, PEDERSON, YOUNG & HORN
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

W. P. RIDDLESBARGER
L. D. PEDERSON
LEO F. YOUNG
JOHN H. HORN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
EDWARD J. LEWIS

THOMAS E. BROWNHILL
OF COUNSEL

TELEPHONE 342-3691
AREA CODE 503

February 2, 1971

FILED
FEB - 1971
CLAY MYERS
SECRETARY OF STATE

Secretary of State
Salem, Oregon 97310

Secretary, Oregon State Highway
Commission
State Highway Building
Salem, Oregon 97310

Re: Claims of Morse Bros., Inc.
Contractor: Roy L. Houck Sons Corp.
Surety: Aenta Casualty & Surety Co.
Jobs: North Fork Coquille River
No. 7215; Necanicum River Bridge
No. 7289

Gentlemen:

Enclosed please find notices of claim from Morse Bros., Inc. on the above projects.

Very truly yours,

Phil Cass, Jr.

PC:maj
Enclosures:
cc: Aetna Casualty & Surety Co.
Morse Bros., Inc.

RECEIVED
FEB 3 - 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 4 12 56 PM '71
CLAY MYERS
SECRETARY OF STATE

NOTICE OF CLAIM

TO: State of Oregon
Oregon State Highway Commission

Notice is hereby given that the undersigned, Morse Bros., Inc., has a claim for prestress concrete material in the sum of $3,070.00 furnished by claimant against the bond taken from Roy L. Houck Sons Corporation as principal and Aetna Casualty and Surety Co. as surety for the work of North Fork Coquille River (Myrtle Point Bridge), Contract No. 7215.

MORSE BROS., INC.

By J L Morse

RECEIVED
FEB 4 - 971
OREGON
STATE HIGHWAY COMMISSION

F-RF-111(11)
7215

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION North Fork Coquille River (Myrtle Point) Bridge	WEEK ENDING January 29, 1971	SECTION PREFIX 6-1019
HIGHWAY Coos Bay	COUNTY Coos	
NAME OF JOB N. Fk. Coquille R. (Myrtle Point) Br.	KIND OF WORK Grading, Paving and Structures	
CONTRACTOR Roy L. Houck Sons' Corp.	CONTRACT NUMBER 7215	FEDERAL AID PROJECT NUMBER F-RF-111 (11)
DATE OF CONTRACT May 5, 1969	DATE WORK STARTED May 21, 1969	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 390	CALENDAR DAYS USED 428
PROJECT AUTHORIZATION: $ 2,152,459.12	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 110
EXCLUSIVE OF ENGINEERING: $ 1,999,395.36	ENGINEERING AUTHORIZATION $ 153,063.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,849,642.68	ENGINEERING COST TO DATE $ 153,048.98	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT UNDERRUN 7.0 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: October 20, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.44	1.05			1.05
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.44	1.05			1.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)	167,000 cy	36,100 ton			10,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	146,521 cy	30,964 ton			9,177 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	146,521 cy	30,964 ton			9,177 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1056-A	8512-A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	2-Men completed painting parapet railing.
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

The Semi-Final Estimate was submitted to the Region Office Jan. 13, 1971.

Two men worked Monday completing the painting of the parapet railing in the area that had to be ground off due to asphalt splatters.

This completes all required work on this project for final exceptance.

Final Report.

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
DEC 21 1970
FOR FILING

F-RF-111(11)
7215

December 21, 1970

Holmes, James & Clinkinbeard
126 E. Main
Medford, Oregon 97501

Gentlemen:

The Secretary of State's office has forwarded to us a copy of the Southern Oregon Rebar Company's claim against Roy L. Houck Sons' Corporation for the installation of rebar and accessories in the amount of $4,302.77 plus interest.

This appears to be in reference to our Roy L. Houck Sons' Corporation contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street S. E., Salem, furnished the performance bond on this contract. We will advise the surety and agent that this claim was filed with the Secretary of State on December 14, 1970 and was assigned his file No. 4564.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th
Portland, Oregon 97205

Updegraff Insurance, Inc.
776 Commercial St., S. E.
Salem, Oregon 97301

Southern Oregon Rebar Co.
1815 Prune
Medford, Oregon 97501

Roy L. Houck Sons' Corp.
P. O. Box 7381
Salem, Oregon 97308

bc Commission

CWH:dr

NOTED ON CARD
12-21-70 DR.

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

December 15, 1970

Holmes, James & Clinkinbeard
The Arcade
126 E. Main
Medford, Oregon 97501

Attention: Alan B. Holmes

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Southern Oregon Rebar Company
Surety Company: Aetna Insurance Company
Principal: Roy L. Houck & Sons
Amount of Claim: $4,302.77
* 7215 Job: Coquille River Bridge, Coos County, Oregon.

This has been filed as of December 14, 1970, and assigned file number 4564.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Southern Oregon Rebar Company
Roy L. Houck & Sons
Oregon State Highway Division, Salem

NOTED
C. W. HEAD

RECEIVED
DEC 16 1970
OREGON
STATE HIGHWAY COMMISSION

4564

FILED
DEC 14 1970
CLAY MYERS
SECRETARY OF STATE

LAW OFFICES OF
HOLMES, JAMES & CLINKINBEARD
THE ARCADE
126 E. MAIN
MEDFORD, OREGON 97501

ALAN B. HOLMES
RONALD M. JAMES
KARL CLINKINBEARD

AREA CODE 503
TELEPHONE 779-5131

December 8, 1970

Honorable Clay Myers
Secretary of State
State of Oregon
Capital Building
Salem, Oregon 97310

Notice is hereby given that the undersigned, Southern Oregon Rebar Company, an Oregon corporation, has a claim for the installation of rebar and accessories and for work performed between October 15, 1969, and August 21, 1970, in the sum of $4,302.77, together with interest thereon at the rate of six percent (6%) per annum from August 21, 1970, until paid, against the bond taken from Roy L. Houck and Sons, as principal, and Aetna Insurance Company as surety, for the work above described and performed at the Coquille River Bridge near Coquille in Coos County, Oregon.

This notice is given pursuant to ORS 279.528.

Dated this 8th day of December, 1970.

SOUTHERN OREGON REBAR COMPANY

By ______________________
Gerald Schatz, President

ABH:jl

cc: Aetna Insurance Company, 1201 Southwest 12th Street,
Portland, Oregon
Roy L. Houck & Sons, P. O. Box 7381, Salem, Oregon 97310
Southern Oregon Rebar Company, 1815 Prune, Medford, Oregon

RECEIVED
DEC 16 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 14 1970
FOR FILING

F-XF-111(11)
7215

December 11, 1970

Portland Wire and Iron Works
P. O. Box 02175
Portland, Oregon 97202

Attention: R. L. Chewning
Credit Manager

Gentlemen:

Thank you for your letter of December 3 advising us that you have received payment of your claim against the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Our records indicate this to be in reference to your claim for material in the amount of $34,815.55 which was filed with the Secretary of State on February 11, 1970.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corp.
The Aetna Casualty & Surety Co.
Updegraff Ins., Inc.

Commission

CWH:fkn

NOTED ON CARD
12-11-70
fw

FABRICATION AND ER TION OF STEEL AND WIRE • TW 10·464 4742 • 234·9731

PORTLAND WIRE & IRON WORKS

4644 S.E. 17TH AVENUE • P.O. BOX 02175 • PORTLAND, OREGON 97202

ESTABLISHED 1892

December 3, 1970

Secretary of State
State of Oregon
Salem, Oregon - 97301

Ref: Roy L. Houck & Sons Corp. Job:
North Fork Coquille River Bridge
Contract # 7215

Gentlemen:

It is with graditude, that we acknowledge payment of our claim against the above contract.

Thank you very kindly for your attention given this claim.

Very Truly Yours,.
R L Chewning
R.L. Chewning
Credit Manager

RECEIVED
DEC 7 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
G. W. HEAD

Claim #4558

FILED
NOV 18 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Nov 18 8 24 AM '70
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

F RE-1111(1)
7215

November 17, 1970

City of Myrtle Point
City Hall
Myrtle Point, Oregon 97458

Attention: Ben E. Nichols
City Manager

NOTED ON CARD
11-18-70 RL

Gentlemen:

This is to acknowledge receipt of your letters of October 30 with attached statement and purchase orders stating that Roy L. Houck Sons' Corporation owes you for materials and services in the amount of $141.60.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S. E., Salem, Oregon 97301 furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the agent of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corp.
The Aetna Casualty & Surety Co.
Updegraff Ins., Inc.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

CITY OF MYRTLE POINT

IN THE HEART OF THE FAMOUS MYRTLEWOODS

Coos County, Oregon
Phone - 572-2626

October 30, 1970

Cont. #7215

Ref Coos Co Agree'm (TA) 1-31-67 & 11-12-68
Coquille - Myrtle Pt Section
Hwy 35

Oregon State Highway Department
Highway Building
Salem, Oregon

Att: Engineer City and County Relations

Dear Sir:

I hope you can assist us in receiving payment from Roy L. Houk Sons, Corporation for materials and services rendered by the City during the construction of the North Fork Bridge Project.

We have been sending statments regularly, but have had no response.

It is our understanding that the Highway Department withholds final payment until the contractor provides assurance that all bills and liens have been satisfied.

The amount due the City of Myrtle Point is $141.60.

Thank you.

Sincerely,

Ben E. Nichols

Ben E. Nichols
City Manager

RECEIVED
COUNTY & CITY SECTION
OCT 30 1970
☑ ENGR. ☑ Coord. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BEN:bc

NOTE 10/30/70
called Query, then
City Recorder, requested
additional data as to
what, when, where, &
DmH.

Query ✓

11-2-70 Data Attached - please take the necessary action
DmH.

CITY OF MYRTLE POINT
IN THE HEART OF THE FAMOUS MYRTLEWOODS
Coos County, Oregon

October 30. 1970

Oregon State Highway Department
H ighway Building
Salem, Oregon

Att: County/City Engineer

Dear Sir:

Enclosed are copies of the purchase orders the City of Myrtle Point received from the Roy L. Houck Sons' Corporation.

The last service rendered was on October 9, 1970. For this we received no purchase order, so include a copy of our bill to them.

Thank you very much for your help.

Sincerely,

Ben E. Nichols
City Manager

BEN:bc

Enclosure

RECEIVED
COUNTY & CITY SECTION
NOV 2 - 1970
☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

STATEMENT

FROM CITY OF MYRTLE POINT
424 5th STREET
MYRTLE POINT, OREGON 97458

October 9 1970

TO Roy L. Houck Sons Corp.

STREET P. O. Box 671

CITY Salem ZONE STATE Oregon 97301

TERMS

	2½ hours street sweeper and operator @ $12.00 per hour				$30.00

S & P NO. 10517

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
P. O. BOX 671 SALEM, OREGON 97308
AN EQUAL OPPORTUNITY EMPLOYER

PURCHASE ORDER

THIS ENTIRE PURCHASE ORDER NUMBER MUST TO APPEAR ON ALL INVOICES AND PACKAGES

6954 - 44780
JOB NUMBER - SERIAL NUMBER

ORDER DATE 8-10-70

EQUIPMENT NUMBER

APPROVED.

ENGINEERING SUPERINTENDENT

City of Myrtle Point
Myrtle Point
Oregon

TERMS:

SHIP TO:

F.O.B.

SHIP VIA

DELIV. DATE

QUANTITY	DESCRIPTION	P E M GEN. LDGR CO	ACCOUNT NUMBER	NET UNIT COST	TOTAL
2½ Hrs.	Street Cleaner & Operator			12.00	30.00

PLEASE
1. ENTIRE PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES.
2. MAIL INVOICE IN TRIPLICATE TO ADDRESS INDICATED WITHIN 3 DAYS AFTER DELIVERY.
3. ITEMIZED STATEMENT MUST BE IN OUR SALEM OFFICE PRIOR TO 5TH OF MONTH FOLLOWING INVOICE.

ROY L. HOUCK SONS' CORPORATION

BY Sharon Seidel

VENDOR'S COPY

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
P. O. BOX 671 SALEM, OREGON 97308
AN EQUAL OPPORTUNITY EMPLOYER

PURCHASE ORDER

THIS ENTIRE PURCHASE ORDER NUMBER HAS TO APPEAR ON ALL INVOICES AND PACKAGES.
6954 -44778
JOB NUMBER - SERIAL NUMBER

ORDER DATE 8-7-70

EQUIPMENT NUMBER

APPROVED:
ENGINEERING SUPERINTENDENT

City of Myrtle Point
424 Fifth St.
Myrtle Point, Oregon

TERMS:

F.O.B. Myrtle Point

SHIP TO: Will call.

SHIP VIA

DELIV. DATE

QUANTITY	DESCRIPTION	P	E	M	GEN. LDGR CD.	ACCOUNT NUMBER	NET UNIT COST	TOTAL
144/m gal. of water @		X					.40	5760

PLEASE READ
1. ENTIRE PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES.
2. MAIL INVOICE IN TRIPLICATE TO ADDRESS INDICATED WITHIN 3 DAYS AFTER DELIVERY.
3. ITEMIZED STATEMENT MUST BE IN OUR SALEM OFFICE PRIOR TO 5TH OF MONTH FOLLOWING INVOICE.

ROY L. HOUCK SONS' CORPORATION
BY K.W. Schlemmer
VENDOR'S COPY

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
P. O. BOX 671 SALEM, OREGON 97308
AN EQUAL OPPORTUNITY EMPLOYER

PURCHASE ORDER

THIS ENTIRE PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES
6954 -42859
JOB NUMBER - SERIAL NUMBER

ORDER DATE 7-10-70

EQUIPMENT NUMBER

APPROVED KWS
ENGINEERING SUPERINTENDENT

City of Myrtle Point
424 Fifth Street
Myrtle Point, Oregon 97458

TERMS:

F.O.B.

SHIP VIA

SHIP TO:

DELIV. DATE

QUANTITY	DESCRIPTION	P	E	M	GEN LDGR CD.	ACCOUNT NUMBER	NET UNIT COST	TOTAL
2 Hours	Street Sweeper and operator	X				11 800 100	1200	24 00

ENTIRE PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES.
2. MAIL INVOICE IN TRIPLICATE TO ADDRESS INDICATED WITHIN 3 DAYS AFTER DELIVERY.
3. ITEMIZED STATEMENT MUST BE IN OUR SALEM OFFICE PRIOR TO 5TH OF MONTH FOLLOWING INVOICE.

ROY L. HOUCK SONS' CORPORATION
BY Sharon Seidel
VENDOR'S COPY

Claim # 4556

RECEIVED
NOV 19 1970

RE VED
13 9 01 AM '70
RS
SE STATE

CLAY

F-RF-111(11)
7215

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 12, 1970

Oregon Portland Cement Company
111 S. E. Madison
Portland, Oregon 97214

Attention: Emery N. Sundberg

NOTED ON CARD
11-18-70 RL

Gentlemen:

This will acknowledge receipt of your letter of November 9, 1970, and attached notice of claim stating that Roy L. Houck Sons' Corporation owes you for bulk cement in the amount of $45,716.48.

This appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S. E., Salem, Oregon 97301 furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

RECEIVED
NOV 16 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Assistant Secretary

CWH:dr

cc Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

opc

OREGON PORTLAND CEMENT COMPANY
INCORPORATED 1915

November 9, 1970

The Honorable Floyd Query
Secretary and Ex-officio Clerk and Auditor
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed is notice of claim on State Highway Contract no. 7215.

A duplicate original of this claim is being sent to The Honorable Clay Myers, Secretary of State.

Oregon Portland Cement Company

Emery N. Sundberg
Secretary

ENS/s

NOTED
FLOYD QUERY
11-10-70

111 S.E. MADISON • PORTLAND, OREGON 97214 • (503) 233-5353

opc

OREGON PORTLAND CEMENT COMPANY

INCORPORATED 1915

November 9, 1970

The Honorable Floyd Query
Secretary and Ex-officio Clerk and Auditor
State Highway Department
State Highway Building
Salem, Oregon 97310

To Oregon State Highway Department:

Notice is hereby given that the undersigned Oregon Portland Cement Company has a claim for bulk cement furnished by Oregon Portland Cement Company in the sum of Forty-Five Thousand Seven Hundred Sixteen and 48/100 Dollars ($45,716.48) against the bond taken from Roy L. Houck Sons' Corporation, principal, and The Aetna Casualty and Surety Company, surety, for the work of the North Fork Coquille River (Myrtle Point) Bridge Coos Bay-Roseburg Highway in Coos County, State Highway Contract no. 7215.

OREGON PORTLAND CEMENT COMPANY

Emery N. Sundberg
Secretary

ENS/s

11-10-70

111 S.E. MADISON • PORTLAND, OREGON 97214 • (503) 233-5353

RECEIVED
NOV 19 1970

Claim 45-54

FILED
NOV - 6 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Nov 5 9 03 AM '70
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

E-RF-111(4)
7215

November 4, 1970

Acme Machine and Supply
503 Herman Street
Myrtle Point, Oregon 97458

Attention: Henry Howell

NOTED ON CARD
11-18-70 RL

Gentlemen:

This is in reply to your letter of October 27, 1970, informing us that Roy L. Houck Sons' Corporation owes you $363.07 for parts and labor.

This appears to be in connection with the Roy L. Houck Sons' Corporation, Contract No. 7215, for work on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S. E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

ACME MACHINE and SUPPLY MANUFACTURER OF THE ACME LOG GRAPPLE

503 HERMAN STREET • MYRTLE POINT, OREGON • PHONE 2421

October 27, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Dear Sir:

We are contacting you to advise past due unpaid invoices for parts and labor which have been charged by Roy L. Houck Sons' Corporation.

According to former correspondence, the Contract job number is #7215 for grading, paving and structures on the N. Fork Coquille River Bridge section of the Coos Bay-Roseburg Highway in Coos County. At present, we believe that the job is completed and all personell have moved on.

The following are the outstanding unpaid invoices:

August 1970 account:	$ 322.40
Sept. 1970 account:	$ 40.67
	$ 363.07

There is also an October billing charge which has recently been mailed to them in the amount of $135.50. This of course is not due until November 10, 1970.

We would appreciate your help in this matter so that we can make collection on the past due portion of this account. Thank you.

Very truly yours,

ACME MACHINE & SUPPLY

Henry Rowell

Henry Rowell, owner

HR/ds

copy to: Aetna Life & Casualty
Roy L. Houck Sons' Corporation

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
OCT 15 1970
FOR FILM

F-RE-111(11)
7215

October 14, 1970

Mike & Fritz
Homelite Sales & Service
724 Roseburg Road
Myrtle Point, Oregon 97458

Gentlemen:

Thank you for your letter of October 12, 1970, advising us that Roy L. Houck Sons' Corporation has paid you in full in the amount of $123.55.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for work on the N. Fork Coquille River (Myrtle Point) Bridge of the Coos Bay-Roseburg Highway in Coos County. Our records indicate that your claim was filed with the Secretary of State on September 29, 1970.

This information will be noted in our records and we will advise the surety, agent, and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CHH:dr

cc Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corp.

bc Commissioners

NOTED ON CARD
DR 10-14-70

Mike & Fritz
Homelite Sales & Service
Phone 3394
724 Roseburg Road
MYRTLE POINT, OREGON

October 12, 1970

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

This is to let you know that Ray L. Houck Son's Corporation has paid the 123.55 owing us in full, October 2, 1970 - Check # 11114. Contract number 7215 - N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Thankyou
Kay L. Gabble
Bookkeeper

Cc

RECEIVED
[illegible]
STATE HIGHWAY [illegible]

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Claim No. 4548

filed

OCT 14 1970

OREGON STATE
HIGHWAY DIVISION

F-RF-111(11)

HIGHWAY BUILDING • SALEM, OREGON • 97310

7215

RECEIVED
SEP 29 8 31 AM '70
CLAY MYERS
SECRETARY OF STATE

September 28, 1970

Mike and Fritz Homelite
724 Roseburge Road
Myrtle Point, Oregon 97458

Gentlemen:

This is to acknowledge receipt of your claim addressed to our Highway Office in Roseburg advising us that R. L. Houck Sons' Corporation owes $123.55 for labor on saws and materials furnished.

This appears to be in reference to the Roy L. Houck Contract No. 7215 for work on the N.-Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Atena Casualty and Surety Co. through Updegraff Insurance, Inc., 776 Commercial S. E., Salem, Oregon 97301 furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your Notice of Claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

NOTED
C. W. HEAD

bc Hon. Clay Myers ✓ Please acknowledge receipt of attached claim on the enclosed copy of this letter.

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 22, 1970

To: Mr. Floyd Query
Secretary
State Highway Commission
S A L EM

SUBJECT: Notice of Claim
N. Fk. Coquille River
(Myrtle Point) Bridge
Coos Bay-Roseburg Highway
Contract No. 7215

The attached notice of claim was received at the Regional Office in Roseburg, September 22, 1970 via certified mail.

Please take the necessary action on this claim.

F. D. Morrison
F. D. MORRISON
Regional Office Engineer

FDM/cw
Attach.

NOTED
FLOYD QUERY

RECEIVED
SEP 23 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

SP*82479-734

NOTICE OF CLAIM
(PUBLIC WORKS)

TO: OREGON STATE HIGHWAY DEPARTMENT
(Name of public officer or body)

ADDRESS: P. O. BOX 1128

ROSEBURG, OREGON

NOTICE IS HEREBY GIVEN That the undersigned MIKE & FRITZ HOMELITE

has a claim for LABOR ON SAWS AND MATERIALS FURNISHED
(Description of labor performed or material furnished)

by MIKE + FRITZ HOMELITE
(Name of claimant, unless claim assigned, in which case name of

(Person who performed labor or furnished material)

in the sum of One Hundred - Twenty-three + 55/100 Dollars ($123.55)
against the bond taken from ROY L. HOUCK SONS' CORP.
as principal and THE AETNA CASUALTY AND SURETY CO.
as surety or sureties of the work of NORTH FORK COQUILLE RIVER (MYRTLE POINT) Bridge, CONTRACT No 7215

Name of Claimant MIKE AND FRITZ HOMELITE
By L. E. Mochel
Title Managing Partner
Address 724 ROSEBURGE ROAD
MYRTLE POINT, OREGON
97458

RECEIVED
SEP 23 1970
OREGON
STATE HIGHWAY COMMISSION

F-RF-111(11)

Form T-208-6M

RECEIVED
SEP 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY 6-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-2-70
contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer

Project Name North Fork Coquille River (Myrtle Point) Bridge
Date 9-14-70 August 27, 1970
Highway Coos Bay - Roseburg
U. S. BUREAU OF PUBLIC ROADS
Contract No. 7225
County Coos
Prefix 6-1019
Contractor Roy L. Houck Sons' Corp.
F. A. Project No. F-RF-111 (11)
Address P. O. Box 7381, Salem, Oregon
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install 125 feet of guardrail. Rail members shall be bent to form a 60 foot radius curve.

Location by station numbers: County Road Sta. 2+50 to 3+70 left

Estimate of quantities and cost:

Labor	$170.00
Material	170.00
Equipment	85.00
% Allowance	72.25
TOTAL	$497.25

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional guardrail is needed left of sta. 399+50 leading from the north east corner of bridge #1056A to a point some 200 feet along the southerly side of the County road. It is necessary that 125 feet of the guardrail will need to be bent to fit a 60' radius curve. Additional cost of bending the rail causes this extra work. Standard Spec. for Highway Constr. issue of 1964 and Spec. Prov. for this contract to apply. Funds are available in contingencies. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,152,459.12	
Present estimate of project cost, including $ 497.25 for work under this order	$2,152,459.12	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: Bobby J. Johnson
Resident Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~ Admin.

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer

C

AUG 14 1970

FRF-111(11

7215

August 14, 1970

Leep Logging Corporation
P. O. Box 398
Myrtle Point, Oregon 97458

Gentlemen:

Thank you for your letter of August 12 informing us that on August 6 you received a check in full from Roy L. Houck Sons' Corporation for their past-due account in the amount of $1,961.05.

Our records indicate that this is in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the Coos Bay-Roseburg Highway in Coos County.

This information will be noted in our records, and we will advise the surety and the principal contractor of receipt of your letter.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ses

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation
Oregon State Highway Commission

NOTED ON CARD
8-14-70
fr

LEEP LOGGING CORPORATION
PHONE 572-5416 -:- P.O. BOX 398
MYRTLE POINT, OREGON 97458

August 12,1970

Oregon State Highway Commission
Floyd Query,Secretary
Salem,Oregon

Mr. Query:

We wish to advise you,that on August 6,1970 We received from Houck Sons Corporation a check in full for their past due Account of $1,961.05 on your Road Contract No. 7215.

Any assistance you gave us on this collection was deeply appreciated.

Yours truly,

Leep Logging Corporation

Cc

NOTED
[illegible]

RECEIVED
AUG 13 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
AUG 6 1970
FOR FILING

4541

Files

FILED
JUL 31 1970
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 30, 1970

Leep Logging Corporation
P. O. Box 398
Myrtle Point, Oregon 97458

Gentlemen:

This is to acknowledge receipt of your letter of July 21 advising us that Houck Sons' Corporation owes you $1,961.05.

This appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S. E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD
8-3-70

Floyd Query Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corporation
The Aetna Casualty and Surety Co.
Updegraff Insurance, Inc.
Hon. Clay Myers/ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LEEP LOGGING CORPORATION
PHONE 572-5416 -:- P.O. BOX 398
MYRTLE POINT, OREGON 97458

July 21,1970

Oregon State Highway Division
Highway Building
Salem,Oregon 97310

Attn: Mr. Floyd Query

Houck Sons Corporation, Contract # 7215 for grading, paving and structures on North Fork of Coquille River,Myrtle-Point Bridge Section of Coos Bay-Roseburg Highway in Coos County.

July 1,1970 Balance past Due $1,961.05

This bill has not been paid,if any questions Houck Sons Corporation, Salem,Oregon have the Invoices.

Yours truly,

Leep Logging Corporation

cc: Aetna Casualty and Surety Co.
Portland,Oregon

7-22-70

RECEIVED
JUL 30 1970

FOR FILE
E-RF-111(11)
7215

July 30, 1970

Mr. Martin Kinchaloe
Box 296
Myrtle Point, Oregon 97458

Dear Mr. Kinchaloe:

Thank you for your recent note advising us that Roy L. Houck Sons' Corporation has paid you $1,869.50 for rock hauling and truck rental.

This appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

We will advise the surety and principal contractor that your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corporation
The Aetna Casualty and Surety Co.
Updegraff Insurance, Inc.

Commissioners

CWH:fkn

NOTED ON CARD
7-30-70

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 27, 1970

Mr. Martin Kincheloe
Box 296
Myrtle Point, Oregon 97458

Dear Mr. Kincheloe:

This is to acknowledge receipt of copies of your statements to Roy L. Houck Sons' Corporation indicating that they owe you $1,869.50 for rock hauling and truck rental. This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures on the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUL 20 1970
OREGON
STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

This bill has been paid 7-14-70
M. Kincheloe

NOTED
C. W. HEAD

RECEIVED
JUN 18 1970
FOR FILING

F-RF-111(N)

7215

June 17, 1970

Mr. Frank Barrows
702 Kincheloe Lane
Myrtle Point, Oregon 97458

Dear Mr. Barrows:

Thank you for your letter of June 12 informing us that Roy L. Houck has paid their account with you in full. This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section on the Coos-Bay-Roseburg Highway in Coos County.

Our records indicate that your claim was for equipment rental and rock in the amount of $309.03. This information is being noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj
cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corp.
bc Commission

NOTED ON CARD
sj 6-17-70

June 12, 1970

Oregon State Highway Dept.
Floyd Query, Sec.
Salem, Oregon 97310

Dear Sir:

This is to inform you that Roy L. Houch Sons' Corporation has paid their claim to me. #6954- 41178

Thank you for your services.

Sincerely

Frank Barrows
702 Kinchelbe Lane
Myrtle Point, Ore. 97458

CC Aetna Casualty & Surety Co.
Updegraff Ins., Inc.
776 Commercial St. S.E.
Salem, Oregon

NOTED
C. W. HEAD

RECEIVED
JUN 15 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1970
FOR FILING

FIF-[illegible]
7215

April 28, 1970

AEtna Casualty & Surety Co.
1201 S. W. 12th
Portland, Oregon

Re: R. L. Houck & Sons' Corp.
Contract No. 7215 for
grading, paving and structures of the N. Fork Coquille
River (Myrtle Point) Bridge
on Coos Bay-Roseburg Highway,
Coos Co.

Gentlemen:

R. L. Houck & Sons' account shows a balance of $437.06 owing since January on the above contract.

Would you please advise when we may expect payment on this account.

Yours very truly,

G. W. WOODWARD CO., INC.

G. W. Woodward

GWW/jg

cc: Fred Query, Secretary
Oregon State Highway Commission

✓

NOTED
FLOYD QUERY

RECEIVED
APR 29 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1970

FOR FILING

F-RF-111(11)

7215

April 27, 1970

Mr. Chuck Leibelt
Route 1, Box 658
Coos Bay, Oregon 97420

Dear Mr. Leibelt:

Thank you for your recent letter informing us that you have received your money from R. L. Houck and Sons. This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

Our records show that this claim was for equipment rental in the amount of $540. This information is being noted in our records and we will advise all interested parties of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission

NOTED ON CARD
S.J.

Apr. 7, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission

7215

Mr. Query:

This is to acknowledge receipt of your letter concerning my claim with R.L. Houck and Sons. Within two or three days of your letter I received the money due me.

Since then I have sent them two more purchase orders for rental time accrued since Mar. 1, 1970. They still seem to be slow in paying but I am willing to give them a little more time.

Thank you for your efforts and concern.

Sincerely
Chuck Seibelt

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
MAY 5 1970

F-FF-111(11)

7215

April 27, 1970

Mr. Martin Kincheloe
Box 296
Myrtle Point, Oregon 97458

Claim 4500

FILED
APR 28 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 28 2 05 PM '70
CLAY MYERS
SECRETARY OF STATE

Dear Mr. Kincheloe:

This is to acknowledge receipt of copies of your statements to Roy L. Houck Sons' Corporation indicating that they owe you $1,869.50 for rock hauling and truck rental. This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures on the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

NOTED ON CARD
4-30-70 ER

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission
Secretary of State

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

- Please acknowledge receipt of this claim on the enclosed copy of this letter.

STATEMENT

DATE April 10, 1970
NUMBER

MARTIN KINCHELOE
Box 296 Myrtle Point, Oregon 97458

Phone 572-5249

Oregon State Highway Dept.
c/o Floyd Query
Salem, Oregon 97310

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	

NOTED
FLOYD QUERY

RECEIVED
[illegible] 1970
STATE HIGHWAY COMMISSION

MARTIN KINCHELOE

Thank You PAY LAST AMOUNT IN THIS COLUMN

FORM 36

MARTIN KINCHELOE
Box 296 Myrtle Point, Oregon 97458

Phone 572-5249

DATE April 10, 1970
NUMBER

Roy L. Houck Sons Corp.
P.O. Box 631
Salem, Ore. 97308

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$

		AMOUNT	
	Contract 7215 BALANCE FORWARD		
	Past due account		
10-17-69	Purchase order 6954-41181		
	610 yds rock hauled @ 1.70	1.037	00
11-11-69	Purchase order 6954-41232		
	55.5 hrs operated truck rent @ 15.00	832	50
	Total due	1869	50

MARTIN KINCHELOE

Thank You PAY LAST AMOUNT IN THIS COLUMN

FORM 96

RECEIVED
APR 20 1970
OREGON
STATE HIGHWAY COMMISSION

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
P. O. BOX 671 SALEM, OREGON 97303
AN EQUAL OPPORTUNITY EMPLOYER

ORDER DATE 12-17-37

[illegible] NUMBER

APPROVED.

ENGINEER SUPERINTENDENT

Martin Klausler
Box 296
Myrtle Pt, Ore. 97458

TERMS:

SHIP TO:

F.O.B.

SHIP VIA

DELV. DATE 9-25, 26.

QUANTITY	DESCRIPTION	[illegible]	ACCOUNT NUMBER	[illegible]	TOTAL
610 yds	Rock from King Pit. Hauled			1.70	1037.00
					1037.00

RECEIVED
APR 10 1970
OREGON
STATE HIGHWAY COMMISSION

PLEASE NOTE
1. OUR PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES.
2. MAIL INVOICE IN TRIPLICATE TO ADDRESS INDICATED WITHIN 3 DAYS AFTER DELIVERY.
3. ITEMIZED STATEMENT MUST BE IN OUR SALEM OFFICE PRIOR TO 5TH OF MONTH FOLLOWING INVOICE.

ROY L. HOUCK SONS' CORPORATION.
BY
VENDOR'S COPY

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
P. O. BOX 671 SALEM, OREGON 97308
AN EQUAL OPPORTUNITY EMPLOYER

ORDER DATE 11/11/69

EQUIPMENT NUMBER

APPROVED.

ENGINEERING [illegible]

Marvin Kriche Log.

Myrtle Point, Oregon

SHIP TO:

TERMS:

F.O.B.

SHIP VIA

DELIV. DATE

QUANTITY	DESCRIPTION	P. O. [illegible]	ACCOUNT NUMBER	NET UNIT COST	TOTAL
55½	Hours Operated Truck Rent.			15/hr.	832 50

RECEIVED
APR 20 1970
OREGON

PLEASE READ
1. PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES.
2. MAIL INVOICE IN TRIPLICATE TO ADDRESS INDICATED WITHIN 3 DAYS AFTER DELIVERY.
3. ITEMIZED STATEMENT MUST BE IN OUR SALEM OFFICE PRIOR TO 5TH OF MONTH FOLLOWING INVOICE.

ROY L. HOUCK SONS' CORPORATION

BY

VENDOR'S COPY

Form 2-206-4-11

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

F-RF-111(11)
7215

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY G. K. H[illegible] Dist. Engineer
TITLE
DATE 5-1-70

U. S. BUREAU OF PUBLIC ROADS

Project Name North Fork Coquille River (Myrtle Point) Bridge

Date April 24, 1970

Highway Coos Bay - Roseburg

Contract No. 7215

County Coos

Prefix 6-1019

Contractor Roy L. Houck Sons' Corp.

F. A. Project No. F-RF-111 (11)

Address P. O. Box 671, Salem, Oregon 97308

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove old gate post and install new gate post (R/W Fence Type 2).
Install P.C. Concrete invert lining (40 lin. ft.) in extended 78-inch C.M.P. Cattle Pass.

Recommend approval limiting participation to paving of the invert on the cattle pass.

P. V. Riedl
Area Engineer

Location by station numbers:

Sta. 432+30 33 ft. left to 73 ft. left
Sta. 432+75 106 ft. left

Estimate of quantities and cost:

Material	$ 38.00
Laber	130.00
Contractor's Percentage ; ; .	31.70
TOTAL	$ 199.70

NOTED
F. B. [illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
There are no provisions in the contract for paving the invert of the 78-inch Cattle Pass to be extended. Also, it is necessary to adjust gate posts at the rebuilt road approach. Standard Specifications for Highway Construction, issue of 1964, and Special Provisions for this contract to apply. Work has begun. Funds available in Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,152,459.12	
Present estimate of project cost, including $ 199.70 for work under this order	$2,152,459.12	
Expected under-run over-run amount	$ 0.00	
Expected under-run over-run per cent	0	

Submitted by: Bobby W. Johnson
Resident Engineer

Approval Recommended: [illegible] Bomo
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved for F. H. Morgan 5-14-70
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

State Printing

RECEIVED
APR 20 1970
FOR FILING

1859

F-RE-11(C)
7215

File

Claim 4410

FILED
APR 1[illegible] 1970
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 14, 1970

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 547
North Bend, Oregon 97459

Attention: Ben C. Flaxel

Gentlemen:

This is to acknowledge receipt of your letter of April 8 advising us that Roy L. Houck Sons' Corporation owes your client, Industrial Steel & Supply Company for material in the amount of $170.98. From the description given in your letter, this appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures on the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem 97301, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the Industrial Steel and Supply Company claim is paid.

Very truly yours,

NOTED [illegible]
4-17-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corp.

bc Commission
Secretary of State Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
880 CALIFORNIA STREET
POST OFFICE BOX 547
NORTH BEND, OREGON 97459

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL

TELEPHONE
756-4157

April 8, 1970

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97301

Re: BRIDGE CONSTRUCTION CONTRACT
ROY HOUCK SONS INC, Contractors

Gentlemen:

Our client, Industrial Steel & Supply Company, supplied materials to Roy Houck Sons Inc. of Salem, Oregon, who I understand were the General Contractors constructing a bridge for the State Highway Department across the north fork of the Coquille River just south of Myrtle Point, Oregon.

The amount of their claim which remains unpaid is $170.98. My clients have written several letters to these contractors and they have failed to acknowledge their communications.

Will you please advise me if a bond was filed in their behalf in connection with this job; the name of the bonding company; and its representative to whom we should direct our communication with reference to this matter.

May we kindly hear from you.

Yours very truly,

BEN C. FLAXEL

BCF:jc

NOTED
FLOYD QUERY

RECEIVED
APR 10 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 10 1970
FOR FILING

Files

Claim 1494

FILED
APR - [illegible] 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7215

April 7, 1970

Mr. Frank G. Barrows
702 Kincheloe Lane
Myrtle Point, Oregon 97458

Dear Mr. Barrows:

This is to acknowledge receipt of copies of your statement and purchase order which states that Roy L. Houck Sons' Corporation owes you for equipment rental and rock in the amount of $309.03. This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem 97301, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

NOTED ON CARD
4-10-70
CR

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 9 1970
OREGON
STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission
✓Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

STATEMENT

FROM Frank Barrows
702 [illegible], North Bend, Ore. 97459
April 1 1970

TO Roy L. Houck Sons' Corp.
STREET P. O. Box 671
CITY Salem ZONE STATE Ore. 97308
TERMS

	Job Number 6954				
	Serial #. 41178				
	Backhoe +				
	Rock			$309	03

RECEIVED
APR 6 1970
OREGON
STATE HIGHWAY COMMISSION

✓

Could you please help us
get our Money Thank you
Mrs Frank Barrows

S & P No. 10517

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
P. O. BOX 671 SALEM, OREGON 97308
AN EQUAL OPPORTUNITY EMPLOYER

THIS [illegible] PURCHASE ORDER NUMBER [illegible] TO APPEAR ON ALL INVOICES AND [illegible]
6954 - M17[illegible]

ORDER DATE 10-17-69

EQUIPMENT NUMBER

APPROVED: G.P.W.
ENGINEERING SUPERINTENDENT

TO: Frank G. B[illegible]
112 Kincheloe Lane
Myrtle Pt. Oregon

SHIP TO:

TERMS:

F.O.B.

SHIP VIA

RECEIVED
APR 6 1970
OREGON
STATE HIGHWAY COMMISSION

DELIV. DATE work done in July + Aug.

QUANTITY	DESCRIPTION	P E M	ACCOUNT NUMBER	NET UNIT COST	TOTAL
	July				
[illegible] Hrs	Backhoe	✓	02 400 056	15.47	154.70
4 Hrs	Scoop		01 900 002	13.92	55.68
5 yds	1½ Washed Rock		01 900 002		17.50
	Truck Haul				10.00
2 yds	Washed Sand		01 900 002		7.00
	Truck Haul				10.00
	(3¾ HRS. BACKHOE IN DISPUTE)				
	Aug.				
1 [illegible] HRS	BACKHOE		01 029 070	15.47	15[illegible]
2½ HRS			01 028 070	15.47	38.68
					309.05

3.58
3.12
3.15
3.15

1. ENTIRE PU[illegible] MUST APPEAR ON ALL INVOICES AND PACKAGES.
2. MAIL INVOICE IN [illegible]PLICATE TO ADDRESS INDICATED WITHIN 3 DAYS AFTER DELIVERY.
3. ITEMIZED STATEMENT MUST BE IN OUR SALEM OFFICE PRIOR TO 5TH OF MONTH FOLLOWING INVOICE.

ROY L. HOUCK SONS' CORPORATION
BY Sharon [illegible]
VENDOR'S COPY

RECEIVED
APR 6 - 1970
FOR FILING

F-RF-111(N)
7215

April 3, 1970

Acme Machine and Supply
P. O. Box 366
Myrtle Point, Oregon 97458

Gentlemen:

Thank you for your letter of March 26 advising us that you have received a check from Roy L. Houck Sons' in the amount of $208, which leaves a balance of $17.64.

This appears to be in reference to your claim which was filed against the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

We will make this notation in our records and we will advise the surety and the agent of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn
cc Roy L. Houck Sons' Corp.
P. O. Box 671
Salem, Oregon 97308

The Aetna Casualty & Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Updegraff Insurance, Inc.
776 Commercial St., SE
Salem, Oregon 97301

Commissioners

4-3-70
fm

ACME MACHINE & SUPPLY
P. O. Box 366
MYRTLE POINT, OREGON 97458

Area Code 503 572-5726

DATE March 26, 1970

SUBJECT Roy L. Houck Sons' account

7215

TO

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

This is to advise you that on March 23, 1970 we received a check from Roy L. Houck Sons' in the amount of $208.00. This leaves a December 1969 balance due us of $17.64.

Thank you for your assistance in this matter.

RECEIVED
MAR 27 1970
OREGON
STATE HIGHWAY COMMISSION

☐ *PLEASE REPLY* ☐ *NO REPLY NECESSARY*

SIGNED Acme Machine & Supply
BKKPR

RECEIVED
MAR 31 1970

FOR FILING

F-RE-111(11)

7215

March 31, 1970

Homelite
1212 S. E. Powell Blvd.
Portland, Oregon 97242

Attention: H. A. Wilson
Credit Manager

Gentlemen:

Thank you for your letter of March 30 telling us that Roy L. Houck Sons' Corporation has paid your claim against Contract No. 7215 in the amount of $1,388.60.

We note that you have notified The Aetna Casualty and Surety Company by a copy of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:aj

cc Roy L. Houck Sons' Corp.
The Aetna Casualty and Surety Co.
Updegraff Insurance, Inc.
Commission
Secretary of State

Noted on Card
SJ

PERFORMANCE · DEPENDABILITY · SERVICE
HOMELITE
a division of Textron Inc.

PORT CHESTER, NEW YORK 10573
Chain Saws · Pumps · Generators
TELEPHONE: WEstmore 9-3400

Address Reply to: 1212 S. E. POWELL BLVD.
PORTLAND, OREGON 97242
Tel. 503-234-9231

March 30, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Bldg.
Salem, Oregon 97310

Dear Mr. Query:

This is to advise you that our claim against Roy L. Houck Sons' Corporation in the amount of $1,588.60 has now been satisfied.

This claim was in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Thank you.

Yours very truly,

HOMELITE

By H. A. Wilson,
Credit Manager

HAW/bb

cc: The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.

RECEIVED
[illegible] 1 1970
OREGON
STATE HIGHWAY COMMISSION

MAR 27 1970

FOR FILE

F-RF-111(4)

7215

March 25, 1970

Mr. Donald McLeod
Arago Route, Box 38
Myrtle Point, Oregon 97458

Dear Mr. McLeod:

Thank you for your recent note informing us that you have received a check from Roy L. Houck Sons', Inc.

This appears to be in reference to your equipment rental claim in the amount of $580 which was filed against Roy L. Houck Sons' Corporation, Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

This information is being noted in our records and we will advise the surety and the contractor that you have received your check from Roy L. Houck Sons', Inc.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:cr

cc: The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation
Commission

NOTED ON CARD
3-25-70 ctz

MAR 27 1970

F-RF-111(11)
7215

March 25, 1970

Mr. Donald McLeod
Arago Route, Box 38
Myrtle Point, Oregon 97458

Dear Mr. McLeod:

Thank you for your recent note informing us that you have received a check from Roy L. Houck Sons', Inc.

This appears to be in reference to your equipment rental claim in the amount of $580 which was filed against Roy L. Houck Sons' Corporation, Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

This information is being noted in our records and we will advise the surety and the contractor that you have received your check from Roy L. Houck Sons', Inc.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:cr

cc: The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation
Commission

NOTED ON CARD
3-25-70 ctr

Enclosed is the letter sent me on March 17th in regards to a bill owed me from Roy L. Houch Sons' Inc.
This is to notify you as requested when I received the check from them.
The check from them arrived in today mail.
Thank you for your letter and help in this matter.

Sincerely yours,

Donald McLeod.

NOTED
FLOYD QUERY

RECEIVED
APR 2 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Enclosed is the letter sent me on March 17th in regards to a bill owed me from Roy L. Houch Sons' Inc.

This is to notify you as requested when I received the check from them.

The check from them arrived in today mail.

Thank you for your letter and help in this matter.

Sincerely yours,

Donald McLeod.

NOTED
FLOYD QUERY

RECEIVED
MAR 2[illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 30 1970
FOR FILI

Ætna
LIFE & CASUALTY

Casualty & Surety Division
1201 S. W. Twelfth Avenue
Portland, Oregon 97205
222-9111

REFERRED TO
admin
BY SECRETARY

Floyd
3/25/70
This letter was approved
by McKinney & Rude
Cec H.
copies given to John Hem
and Leonard Lindes — C.H.

March 25, 1970

F-KF-111(11)
7215

Contracts
#7185
#7215
#7289

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
R. L PORTER

Dear Mr. Query:

ROY L. HOUCK SONS' CORPORATION

Letters to you by Ætna Casualty & Surety Company, dated December 31, 1969, and United States National Bank of Oregon, dated January 8, 1970, directed that you not make further payments to this contractor under any pending OSHD contracts.

Each of the signatories to this directive hereby withdraw their respective notices and request that all payments on all OSHD contracts relating to Roy L. Houck Sons' Corporation be made directly to that contractor.

Very truly yours,

Ætna Casualty & Surety Co.
1201 S. W. 12th Avenue
Portland, Oregon
By,

U. S. National Bank of Oregon
Main Branch
309 S. W. Sixth
Portland, Oregon
By,
Loan Assistance Officer.

Roy L. Houck Sons' Corporation
1158 Chemeketa Street
Salem, Oregon
By,
TREASURER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1970
OREGON
STATE HIGHWAY COMMISSION

kg

RECEIVED
APR 3 - 1970
FOR FILING

F-NF-111(11)
7215

Claim 4482

FILED
MAR 24 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 23, 1970

Mr. Chuck Leibelt
Route 1, Box 658
Coos Bay, Oregon 97420

Dear Mr. Leibelt:

This is to acknowledge receipt of your claim letter of March 14, 1970, informing us that R. L. Houck and Sons owes you for equipment rental in the amount of $540 covering the period from December 5, 1969, to March 1, 1970.

This appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S. E., Salem, Oregon 97301 furnished the performance bond on the contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

[illegible]
3-26-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corporation
The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.

Hon. Clay Myers - Please acknowledge receipt of the attached claim letter on the enclosed copy of this letter.

14 March 1970

Floyd Query
State Highway Comm.

Mr. Query:

After our phone conversation last friday, concerning R.L. Houch & Sons, the situation between myself and Houch has changed a little for the better.

Never the less, I decided to write you and inform you of the situation as it now stands and to also file my claim with your office as you suggested.

After speaking with you I contacted a Mr. George (claims dept. manager) for Aetna (sp.?) Bonding Co. in Portland phone no. 222-9111 ext. 71. He didn't seem to be too happy that I called but after I explained what my

NOTED
FLOYD QUERY

problem was he acted alittle more civil and assured me that a check for the amount due me would be in my hands by wed. or thur. of this week. This remains to be seen.

To be on the safe side I would like to file my claim with you. I leased or rented a D-8 Cat to Houck last Sept. on an hourly basis. The agreement states $15. per hour while they use it. They keep track of their own time. I have been paid for time up to and including 5 Dec. 1969 Since then the time is as follows:

12-8-69	2 hrs.	2-6-70	1 hrs.
12-15-69	1/2 "	2-9-70	2 "
12-16-69	1 "	2-10-70	2 "
12-17-69	1 1/2 "	2-17-70	1 "
1-5-70	2 "	2-18-70	3 "
1-7-70	2 "	2-20-70	2 "
1-9-70	2 "	2-23-70	6 "
2-3-70	2 "	2-24-70	2 "
2-5-70	2 "	2-27-70	2 "

Now then: Total hrs. 36 at $15/hr.
Amont due $540.00

This is the amount due me up to March 1, 1970. They Have several hours since then. But, for now I would like to get my money for the time between 5 Dec. 1969 and 1 March 1970.

I under stand the limits of your office but do and would appreciate any help you could give. Please excuse the informality of this claim.

Thank you
Chuck Leibelt
Rt. 1 Box 658
Coos Bay, Ore. 97420
phone 267-4012

RECEIVED
APR 3 1970
FOR FILING

Claim 4486

FILED
MAR 24 1970
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

-111(71)
7215

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 23, 1970

Acme Machine and Supply
503 Herman Street
Myrtle Point, Oregon 97458

Attention: Mr. Henry Rowell

Gentlemen:

This is to acknowledge receipt of your letter of March 16 advising us that Roy L. Houck Sons' Corporation owes you for parts and labor in the amount of $225.64.

This appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty and Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, Oregon 97301 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

NOTED CARD
3-26-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Roy L. Houck Sons' Corporation
The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.

Hon. Clay Myers - Please acknowledge receipt of the attached claim letter on the enclosed copy of this letter.

NOTED
C. W. HEAD

ACME MACHINE and SUPPLY MANUFACTURER OF THE ACME LOG GRAPPLE

503 HERMAN STREET • MYRTLE POINT, OREGON • PHONE 2421

March 16, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

attention: Mr. Floyd Query

Dear Sir:

We are contacting you to advise that we have been unable to make collection for parts and labor which have been charged by Roy L. Houck Sons' Corporation, PO Box 671, Salem, Oregon.

They have been building a bridge and doing road work in our area and although we have made repeated requests for payment, they have been ignored. We have the following past due balances:

November 1969 account:	$ 208.00
December 1969 account:	$ 17.64
total due	$ 225.64

May we have your help and advice in the matter so that we can make collection on this past due account? Thank you.

Very truly yours,

ACME MACHINE & SUPPLY

Donna Shepherd BKKpr.
Henry Rowell, owner

HR/ds

copy to: Aetna Life & Casualty

NOTED
FLOYD QUERY

RECEIVED
[illegible] 17 1970
STATE HIGHWAY [illegible]

Files

Claim 4479

MAR 5 1970
FOR FILING

FILED
MAR 1 8 1970
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 17, 1970

Mr. Donald McLeod
Arago Route, Box 38
Myrtle Point, Oregon 97458

Dear Mr. McLeod:

This is to acknowledge receipt of your claim letter of March 14 with attached purchase order and invoice stating that Roy L. Houck Sons' Corporation owes you for equipment rental in the amount of $580.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it.

We will advise the surety and the agent of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL
FILED

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 2 0 1970
OREGON
STATE HIGHWAY COMMISSION

cc: The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation
Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
3-23-70 CR

NOTED
C. W. HEAD

97458

Myrtle Point, Oregon. Arago Rt. Box 58
March 14, 1970

Mr. Floyd Query
Salem, Oregon.

Dear Sir:

Enclosed is a copy of the bill which was submitted to Salem for payment to Roy L. Houck Son's Corp on Est # 9 sent Feb. 10, 1970

This work was done by me and as of today, I have not received payment for it. This bill is overdue, and I would appreciate any help you can give me.

Sincerely yours,
Donald McLeod

DM/lm

Cc ✓

RECEIVED
MAR 16 1970
OREGON
STATE HIGHWAY COMMISSION

·L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
P. O. BOX 671 SALEM, OREGON 97308
AN EQUAL OPPORTUNITY EMPLOYER

PURCHASE ORDER

THIS ENTIRE PURCHASE ORDER NUMBER HAS TO APPEAR ON ALL INVOICES AND PACKAGES
6954 - 42436
JOB NUMBER - SERIAL NUMBER

ORDER DATE 1-10-70

EQUIPMENT NUMBER

APPROVED:
ENGINEERING SUPERINTENDENT

Donald McLeod
Arago Rt. Box 38
Myrtle Point, Oregon

SHIP TO: Roy L. Houck Sons' Corp.
Myrtle Point, Oregon.

TERMS:

F.O.B.

SHIP VIA Johnson Trucking

DELIV. DATE 1-12-70

QUANTITY	DESCRIPTION	P	E	M	GEN. LDGR. CD.	ACCOUNT NUMBER	NET UNIT COST	TOTAL
25 hrs.	Rental of N.W. 25 with 3/4 cy drag bucket @ $20.00 per hour. Fully operated - excluding Oiler. (Houck to furnish oiler)							500.00
	Houck to pay move in & move out costs. Est. only - $80.00							80.00
								$ 580.00

RECEIVED
JAN 16 1970
OREGON
STATE HIGHWAY COMMISSION

PLEASE READ
1. ENTIRE PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES.
2. MAIL INVOICE IN TRIPLICATE TO ADDRESS INDICATED WITHIN 3 DAYS AFTER DELIVERY.
3. ITEMIZED STATEMENT MUST BE IN OUR SALEM OFFICE PRIOR TO 5TH OF MONTH FOLLOWING INVOICE.

ROY L. HOUCK SONS' CORPORATION
BY K.W. Schlemmer.
VENDOR'S COPY

[illegible] DONALD [illegible]
ARAGO ST. BOX 33
MYRTLE POINT, OREGON

INVOICE

DATE 1-15-70

TERMS P.O. [illegible] #6951-[illegible]

TO:
JOB #6951

Roy L. Houck Sons' Corp.
P. O. Box 671
Salem, Oregon 973[illegible]

QUANTITY	DESCRIPTION	UNIT PRICE	SUB-TOTAL	AMOUNT
25 hrs.	Rental of N.W. 25 with 3/4 c.y. drag bucket & fully operated - excluding oiler.	$20.00		$500.00
	Move in and out costs			$ 80.00
				$580.00

RECEIVED
MAR 1 [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

FORM 106

RECEIVED
MAR 25 1970
FOR FILING

F-NF-
7215

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

March 13, 1970

Bell, Ingram, Smith, Johnson & Level
Attorneys at Law
416 First National Bank Building
Everett, Washington 98201

Mr. Edward E. Level

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: American Pile Driving Company, Inc.
Surety Company: Aetna Casualty & Surety Company
Principal: Roy L. Houck Sons', Inc.
Amount of Claim: $5,634.83
Job: Highway Division Contract No. 7215

This has been filed as of the date of this letter and assigned file number 4476.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc:
Oregon State Highway Division

Appears to be identical to the claim filed with Sec. of State, 3/3/70 - claim #4473 Same amt. of $5634.83
C.H.

NOTED
C. W. HEAD

RECEIVED
MAR 16 1970
OREGON
STATE HIGHWAY COMMISSION

BE L, INGRAM, SMITH, JOHNSON & EVEL
ATTORNEYS AT LAW
416 FIRST NATIONAL BANK BUILDING
EVERETT, WASHINGTON 98201

LEWIS A. BELL
WILLIAM F. INGRAM
NEWELL SMITH
RICHARD B. JOHNSON
EDWARD E. LEVEL

THOMAS A. GISH

TELEPHONE
ALPINE 9-9271

March 10, 1970

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

We transmit herewith a copy of our notice of claim on behalf of American Pile Driving Co., Inc. arising out of the furnishing of work, labor and materials to Roy L. Houck Sons', Inc. in connection with work on Oregon State Highway Division Contract No. 7215, in the sum of $5,634.83.

Yours truly,

E E Level

EDWARD E. LEVEL

EEL:js
Enclosure

cc: Aetna Casualty & Surety Company
Roy L. Houck Sons', Inc.
American Pile Driving Co., Inc.

MAR 13 9 33 AM '70

RECEIVED
MAR 16 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1970
MAILING

Ætna
LIFE & CASUALTY

Casualty & Surety Division
1201 S. W. Twelfth Avenue
Portland, Oregon 97205
222-9111

March 5, 1970

F-RF-111(11)
7215

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Subject: OSHD 7215 N. Fork - Coquille River - Myrtle Point Section
Roy L. Houck Sons' Corporation, Contractor

Estimate No. 8 and No. 9 for work performed through February 10, 1970 in the aggregate amount of $45,703.29, is presently payable to the contractor.

Ætna Casualty & Surety Company and the United States National Bank of Oregon have previously directed that you not make payments to the contractor under this and other OSHD contracts.

Now Ætna Casualty & Surety Company and the United States National Bank of Oregon withdraw their respective notices as they relate to estimate No. 8 and No. 9, Contract 7215, and each agree and request that you make payment of these two estimates directly to Roy L. Houck Sons' Corporation.

Very truly yours,

United States National Bank
Main Branch
Portland, Oregon
by: Adam Richter
Adam Richter
Vice President

Ætna Casualty & Surety Co.
1201 S. W. 12th
Portland, Oregon
by: W L George
W. L. George

Roy L. Houck Sons'
P. O. Box 671
Salem, Oregon
by:
Roy L. Houck, Jr.
President

Copy to Houck's man to take to Acctg to get checks
FQ

NOTED
FLOYD QUERY

Coos Files

RECEIVED
MAR 6 - 1970
FOR FILING

Claim 4473

FILED
MAR - 3 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 2, 1970

Bell, Ingram, Smith, Johnson & Level
Attorneys at Law
416 First National Bank Building
Everett, Washington 98201

Attention: Mr. Lewis A. Ball

Gentlemen:

This is in reply to your letter of February 19 advising us that Roy L. Houck Sons', Inc., owes American Pile Driving Co., Inc., (subcontractor) $5,634.83 plus interest.

From the description given in your letter, this appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial St., S.E., Salem, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the agent of the receipt of this claim letter, and we will also forward it to the Secretary of State for filing. Please inform us when this claim has been satisfied.

As requested we are attaching Excerpts from Oregon Revised Statutes relating to public contracts.

This contract is approximately 52 percent complete. If the statutory rate of interest is allowable, it would be 6 percent in Oregon.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

NOTED
3-4-70 CR

NOTED
C. W. HEAD

CWH:cr
Att.

cc: The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation
Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

BELL, INGRAM, SMITH, JOHNSON & LEVEL
ATTORNEYS AT LAW
416 FIRST NATIONAL BANK BUILDING
EVERETT, WASHINGTON 98201

LEWIS A. BELL
WILLIAM F. INGRAM
NEWELL SMITH
RICHARD B. JOHNSON
EDWARD E. LEVEL
THOMAS A. GISH

TELEPHONE
ALPINE 9-9271

February 19, 1970

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

RE: State Highway Contract No. 7215
Myrtle Creek Bridge
Roy L. Houck Sons, Inc.

Dear Mr. Query:

This office represents American Pile Driving Co., Inc., who have a subcontract with Roy L. Houck Sons, Inc. for pile driving work on the Myrtle Creek Bridge.

The American Pile Driving Co. desires to file a statutory lien on this state highway job and would appreciate receiving from you, if such are available, copies of your statutes relative to such claims on state jobs, copies of the forms or procedural guidelines that your office has for such lien claims, and information as to whether or not the job has been completed.

In the event we file a lien, the same will be in the sum of $5,634.83, plus interest from September 30, 1969, and it would also be appreciated if you could advise me as to what the statutory rate of interest in the State of Oregon is.

6%

Yours truly,

Lewis A. Bell
LEWIS A. BELL

LAB:js

Files

RECEIVED
FEB 26 1970

4467

FILED
FEB 1 [illegible]
CLAY MYERS

OREGON STATE
HIGHWAY DIVISION

F-LF-111(11)
7215

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 17, 1970

Homelite, a Division
of Textron, Inc.
P. O. Box 22246
Portland, Oregon 97242

Gentlemen:

This is to acknowledge receipt of your notice of claim addressed to our Highway Division Office in Roseburg advising that Roy L. Houck Sons' Corporation owes you for equipment rental and materials in the amount of $1,588.60.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
2-19-70 SR

cc: The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation
Commission
C. T. Keasey
Attn: F. D. Morrison
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 16, 1970

SUBJECT: Notice of Claim

To: Mr. Floyd Query
Secretary
State Highway Commission
SALEM

Attached please find a notice of claim from Homelite, a Division of Textron, Inc. in the amount of $1,588.60 for equipment rental and material furnished to Roy L. Houck Sons' Corp. on the North Fork Coquille River (Myrtle Point) Bridge, Contract No. 7215.

Please take the action necessary on said claim.

F. D. Morrison
F. D. MORRISON
Division Office Engineer

FDM/cw
Attach.

Cc ✓

NOTED
FLOYD QUERY

RECEIVED
FEB 17 1970
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM
(PUBLIC WORKS)

TO: Oregon State Highway Department
(Name of public officer or body)

ADDRESS: P. O. Box 1128

Roseburg, Oregon

NOTICE IS HEREBY GIVEN That the undersigned Homelite, a division of Textron, Inc.

has a claim for Equipment rental and materials furnished
(Description of labor performed or material furnished)

by Homelite, a division of Textron, Inc.
(Name of claimant, unless claim assigned, in which case name of

(Person who performed labor or furnished material)

in the sum of ONE THOUSAND FIVE HUNDRED EIGHTY EIGHT & 60/100 Dollars ($ 1,588.60

against the bond taken from Roy L. Houck Sons' Corp.

as principal and The Aetna Casualty & Surety Co.

as surety or sureties of the work of North Fork Coquille River (Myrtle Point) Bridge, Contract No. 7215

ROSEBURG DIVISION
RECEIVED
FEB 16 REC'D

Name of Claimant Homelite, a division of Textron, Inc.

By

Title District Manager

Address 1212 S. E. Powell Blvd.
Portland, Oregon

RECEIVED
FEB 17 1970
OREGON
STATE HIGHWAY COMMISSION

cc: Roy L. Houck Sons' Corp.
Aetna Casualty & Surety Co.

RECEIVED
FEB 17 1970
FOR FILING

Files

4463

FILED
FEB 11 1970
CLAY MYERS
SECRETARY OF STATE

7215

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 10, 1970

Oregon Culvert Company, Inc.
P. O. Box 406
Tualatin, Oregon 97062

Gentlemen:

This is to acknowledge receipt of your claim letter of February 5 advising that Roy L. Houck Sons' Corporation owes you for material in the amount of $3,161.22. You state this is in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures on the N. Fork Coquille River (Myrtle Point) Bridge of the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem 97301, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the agent of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

NOTED ON CARD
2-16-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1970
OREGON
STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission
/Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Oregon Culvert Co., Inc.

Steel ALUMINUM

(AREA CODE 503) TELEPHONE 638-4131
P. O. BOX 406 • TUALATIN, OREGON 97062

February 5, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: OSHD Project: Coos County - Coos Bay-Roseburg Hwy. - N. Fork Coquille River Bridge - Contract #7215

Gentlemen:

We provided material in the amount of $3,161.22 to Roy L. Houck Sons' Corp. for completion of the Coos Bay-Roseburg Hwy. - N. Fork Coquille River Bridge Contract #7215.

As of this date, we have not received payment for this material. Please advise what further action we must take in order to secure payment.

Very truly yours,

OREGON CULVERT CO., INC.

J. R. Taylor
J.R. Taylor
Controller

JRT:bf
cc

RECEIVED

WE RE-INVEST IN THE NORTHWEST — WILL YOU?

RECEIVED
FEB 17 1970
FOR FILING

Files

Claim 4464

FILED
FEB 11
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

E-RF-11L(11)
7215

February 10, 1970

Portland Wire & Iron Works
4644 S.E. 17th Avenue
Portland, Oregon 97202

Gentlemen:

This is to acknowledge receipt of your claim letter of February 3 and attached invoices informing us that Roy L. Houck Sons' Corporation owes you $34,815.55 for material. This appears to be in connection with the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures on the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem 97301, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

NOTED ON CARD
2-16-70 cr

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1970
OREGON
STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission
Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FABRICATION AND ERECTION OF STEEL AND WIRE • [illegible] PD 440 • 234-8731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

ESTABLISHED [illegible]

February 3, 1970

Secretary of State
State of Oregon
Salem, Oregon - 97301

Ref: Contract #7215; North Fork
Coquille River Br. Roy L. Houck
& Sons Corp. Contractors.

Dear Sir:

We hereby make claim for material furnished on the above project. See attached invoices in the amount of $34,815.55, which we make claim for at this time.

The Aetna Casualty & Surety Company, 1201 SW 12th Avenue, Portland, Oregon-97205, being the Bonding Company for this project.

Very truly yours,
R L Chewning
R.L. Chewning
Credit Manager

2 Incl:
Invoices

ESTABLISHED 1892

PORTLAND WIRE & IRON WORKS

STEEL AND WIRE FABRICATORS

4644 S.E. 17TH AVENUE ☎ 234-9731
P.O. BOX 02175
PORTLAND, OREGON 97202

CUSTOMER NO. 35070 36

DATE 11-29-69

OUR JOB NO. 01 C-4181 - C

YOUR P. O. NO.

SOLD TO
Roy L. Houck Sons' Corporation
P. O. Box 606
Myrtle Point, Oregon

JOB REF. RWR
N. Fork Coquille River (Myrtle Point)
Bridge Section - Coos County, Oregon

TERMS: Net 10TH OF FOLLOWING MONTH

Item #62

Miscellaneous metal	$14,076.00

[illegible]

ESTABLISHED 1892

PORTLAND WIRE & IRON WORKS

STEEL AND WIRE FABRICATORS

4644 S.E. 17TH AVENUE @ 234-9731
P.O. BOX 02175
PORTLAND, OREGON 97202

CUSTOMER NO. 0 35070 36

DATE 7 January 70

OUR JOB NO. 21 C-4181 - D

YOUR P. O. NO.

SOLD TO

Roy L. Houck Sons' Corporation
P.O. Box 606
Myrtle Point, Oregon

JOB REF.
N. Fork Coquille River (Myrtle Point
Bridge Section - Coos County, Oregon

TERMS: Net 10TH OF FOLLOWING MONTH

Item 63:	3,259'-0" Aluminum Parapet Railing @ 5.95/Foot	$ 19,391.05

ESTABLISHED 1892

PORTLAND WIRE & IRON WORKS

STEEL AND WIRE FABRICATORS

4644 S.E. 17TH AVENUE @ 234-9731
P.O. BOX 02175
PORTLAND, OREGON 97202

CUSTOMER NO. 35070 36

DATE 10-13-69

OUR JOB NO. 01 G-4181 - B

YOUR P. O. NO.

SOLD TO
Roy L. Houck Sons' Corporation
P. O. Box 606
Myrtle Point, Oregon

JOB REF.
N. Fork Coquille River (Myrtle Point)
Bridge Section - Coos County, Oregon

TERMS: Net 10TH OF FOLLOWING MONTH

Item #31		
1	- 621 Grate & Frame	44.50
Item #62 (Partial)		
12	- 1¼" Precast slab tie rods & washers	468.00
30	- 1" x 24" Dowels & Caps)	223.00
120	- 1¼" x 2'-3" Dowels)	
318	- 1" x 18" Dowels & Caps)	608.00
320	- 3/4" x 36" Dowels)	
97	- 1¼" x 2'-6" Dowels)	
		$1,343.50

OCT 27 1969

FEB 16 1970

FORM 2-30 (12-67)

~~FOR FILING~~

F-RF-111(N)
7215

C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 10, 1970

SUBJECT: Engineering Personnel
N. Fork Coquille R. Bridge Sec.
Coos Bay-Roseburg Highway
Contract No. 7215

To: Mr. Tom Edwards
Asst. State Highway Engineer
S A L E M

I am attaching reports from Bobby Johnson, Gene Ash and Ellis Jones regarding engineering charges and numbers of people assigned and working on the subject project during the period July 1, 1969, through December 31, 1969 as you requested.

The methods of construction and the double-shifting employed by the contractor required the use of extra inspection personnel during part of the summer and early fall, and in order to properly document the work done under the contract, a considerable amount of overtime was necessary.

It appears at this time that our field engineering is to the point where very little other than bridge inspection will be required until next spring, and the project should be completed well within the authorized amount for engineering.

F. D. Morrison
for: C. T. KEASEY
Division Engineer

CTK/cw
Attach.
cc F. D. Morgan

RECEIVED
FEB 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM E-30 80M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
February 6, 1970

SUBJECT: Engineering Payrolls, Crew # 080-54
N. Fk. Coquille R. (Myrtle Point) Br.
Coos Bay-Roseburg Highway
Contract No. 7215

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

Herewith a breakdown of engineering personnel time spent on subject project during the months of July through December, 1969, as requested in your letter of February 3, 1970.

Each month has a seperate breakdown and explanation of work and time expended by this crew.

During the period of time in question, as mentioned in Mr. Edwards letter, my crew expended $32,430.53 or 49% of the total engineering monies spent throughout this interval. This seems reasonable considering that the contractor double shifted during part of this time and that the survey crew spent quite a bit of time on bridge field engineering and bridge concrete batch plant inspection.

At the present time we have used approximately 53% of the engineering authorization as compared with 50% of the contract completed. However, the survey crew has little left to do on bridge field engineering and the charges by Ellis Jones' office are nearly completed. If the bridge work continues through the winter, as planned, the contract completed percentage should exceed the engineering charge percentage by spring. Most of the engineering charges made by this office through the remainder of the winter will be to survey prefixes.

In summary I can only state that I have utilized the manpower I feel is necessary to properly keep up with the contractor's operations.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

DECEMBER

Name	Days
B. D. Johnson ****	11
C. B. Barner **	18½
D. B. Billings *	1
K. C. Coder *	1
W. J. Gaddis ****	9
D. A. Goodwin *	9
H. E. Hamilton **	18
T. A. Penner *	3
D. C. Petersen ***	9
R. M. Pope *	5
J. H. Stucky ***	15

**** Supervision *** Inspection ** Office Force * Survey Crew

Summary

Supervision ----- 20 Man Days
Survey Crew ----- 19 Man Days
Office Force ---- 36½ Man Days
Inspection ------ 24 Man Days

Days worked by contractor --- 21

Average Engineering Force while contractor working:

Supervision ----- 1.0 Men
Survey Crew ----- 0.9 Men
Office Force ---- 1.7 Men
Inspection ------ 1.1 Men

Explanation

During this month an inspector was required part of the time while the contractor repaired the detour and for placing temporary striping, also for slide removal and ditch cleanout performed on Force Account. The survey crew had to reset reference points damaged by the high water and remeasure the surcharge to check for settlement.

NOVEMBER

Name	Days
B. D. Johnson ****	9
C. B. Barner **	16
W. J. Gaddis ****	15
D. A. Goodwin *	6
H. E. Hamilton **	18
J. A. Mickelson *	5
D. J. Patzer *	4½
T. A. Penner *	4½
D. C. Petersen ***	9
J. H. Stucky ***	19

**** Supervision *** Inspection ** Office Force * Survey Crew

Summary

Supervision ----- 24 Man Days
Survey Crew ----- 20 Man Days
Office Force ---- 34 Man Days
Inspection ------ 28 Man Days

Days worked by contractor --- 18

Average Engineering Force while contractor working:
Supervision ----- 1.3 Men
Survey Crew ----- 1.1 Men
Office Force ---- 1.9 Men
Inspection ------ 1.6 Men

Explanation

Contractor's grading operations included constructing most of the Type II fence on this project and completing detour road. An inspector was required for this and for batch plant inspection. The survey crew was resetting stakes, remeasuring and on bridge field engineering.

OCTOBER

Name	Days
B. D. Johnson ****	10½
W. J. Gaddis ****	16
H. E. Hamilton **	18
D. J. Patzer *	11
T. A. Penner ***	17
J. H. Stucky *	19½

**** Supervision *** Inspection ** Office Force * Survey Crew

Summary

Supervision ----- 26½ Man Days
Survey Crew ----- 30½ Man Days
Office Force ---- 18 Man Days
Inspection ------ 17 Man Days

Days worked by contractor --- 23

Average Engineering Force while contractor working:
Supervision ----- 1.1 Men
Survey Crew ----- 1.3 Men
Office Force ---- 0.8 Men
Inspection ------ 0.7 Men

Explanation

The contractor's grading operations were minimal during October, but the placing of rip rap and construction of a detour road required the presence of a grading inspector. This man also worked part of the time at the concrete batch plant. Another member of the survey crew was assisting with bridge engineering part of the time.

SEPTEMBER

Name	Days
B. D. Johnson ****	2
W. J. Gaddis ****	19½
D. A. Goodwin *	14
H. E. Hamilton **	20½
R. E. Hanley *	9
D. A. Palnick *	14
D. J. Patzer *	14½
T. A. Penner ***	19
D. C. Petersen ***	1½
J. H. Stucky *	15

**** Supervision *** Inspection ** Office Force * Survey Crew

Summary

Supervision ----- 21½ Man Days
Survey Crew ----- 66½ Man Days
Office Force ---- 20½ Man Days
Inspection ------ 20½ Man Days

Days worked by contractor --- 21

Average Engineering Force while contractor working:
Supervision ----- 1.0 Men
Survey Crew ----- 3.2 Men
Office Force ---- 1.0 Men
Inspection ------ 1.0 Men

Explanation

Grading operations slowed up during the month of September. However, the bridge field engineering required a crew almost every day. The inspector alternated between grading, bridge and concrete batch plant. Some days a member of the survey crew worked at the batch plant.

AUGUST

Name	Days
W. J. Gaddis ****	20
H. E. Hamilton **	21
R. E. Hanley *** (Nights)	24½
D. J. Patzer *	17½
T. A. Penner ***	26
J. H. Stucky *	8½
D. A. Goodwin *	16½
M. L. Hochstein *	3
D. A. Palnick *	20
K. M. Peery *	13

**** Supervision *** Inspection ** Office Force * Survey Crew

Summary

Supervision ----- 20 Man Days
Survey Crew ----- 78½ Man Days
Office Force ---- 21 Man Days
Inspection ------ 50½ Man Days

Days worked by contractor --- 21
(Plus contractor worked night shift between August 4 to August 28.)

Average Engineering Force while contractor working:
Supervision ----- 1.0 Men
Survey Crew ----- 3.7 Men
Office Force ---- 1.0 Men
Inspection ------ 2.4 Men (Includes overtime)

Explanation

The contractor's operation continued at full speed during the month of August. A night shift was employed from August 4 through August 28. An inspector was necessary for each shift plus some overtime, which explains the 2.4 average inspection force.

JULY

Name	Days
B. D. Johnson ****	3
W. J. Gaddis ****	21
H. E. Hamilton **	18
R. E. Hanley *	17
D. J. Patzer *	17
T. A. Penner ***	22
D. C. Petersen ***	1
R. M. Pope ***	5
J. H. Stucky *	15
D. A. Goodwin *	18
M. L. Hochstein*	20
D. A. Palnick*	19
K. M. Peery	1

**** Supervision *** Inspection ** Office Force * Survey Crew

Summary

Supervision ----- 24 Man Days
Survey Crew ----- 107 Man Days
Office Force ---- 18 Man Days
Inspection ------ 28 Man Days

Days worked by contractor --- 22

Average Engineering Force while contractor working:
Supervision ----- 1.1 Men
Survey Crew ----- 4.9 Men
Office Force ---- 0.8 Men
Inspection ------ 1.3 Men

Explanation

The contractor's operation reached full tempo during the month of July. The work included both grading and bridge work. The survey crew, in addition to grading engineering, did all of the bridge field engineering. An average 5 man survey crew (including summer help) seems reasonable during this period of the construction season. It is necessary to keep one grading inspector on the job while the contractor is working and the overtime involved explains the 1.3 average inspection force.

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
February 6, 1970

SUBJECT: N. Fork Coquille River Br. Sec.
Contract # 7215

To:

Mr. C.T. Keasey
Division Engineer
Roseburg, Oregon

URG DIVISION
IVED
Q

In reply to your letter dated February 3, 1970, concerning the engineering charges from this office is as follows:

July - Pile driving operations on the bridge started during the first part of July. I therefore had two men on this operation, Vern Neiswanger and a summer student for a helper. Two men were required most of the time as the transit was in the cow pasture, also some chaining and rod holding. Also time in office on checking grades, making pile books, pile cutoff elev.,etc.

Aug.- The entire month two men, Vern Neiswanger and Gary Hutcheson, were on pile driving operations. The contractor had two crews going, drilling holes for piling, punching holes, or driving piling. Also office work on camber diagrams, beam buildups and grout pad elevations along with routine office work.

Sept.- The entire month two men were on the pile driving operation. The pile cutoffs were in progress and the start of concrete pouring of the caps. The concrete plant inspector was pulled off the survey crew just on the days required. Bruce Ray worked a few hours a day this month on inspection reports or routine office work, as his full time wasn't required on the traffic signal project.

October - The pile driving operation still in progress. The summer student was gone so Tom Penner or John Stucky from survey crew working full time with Neiswanger. Pouring of pile caps in fairly steady production.

Nov- Pile splicing, concrete pouring & beam placing was in progress this month with Neiswanger from this crew , one full time employee from survey crew and additional part time help. Bruce Ray was on one concrete pour when Neiswanger was on vacation.

Dec. - Pile driving was completed the first part of this month. Pile splicing, pouring of concrete caps and grout pads in progress. Neiswanger on project full time with plant inspector and additional part time help from survey crew.

The dollar volume of work performed during this period on the job site on the bridge work only amounted to $269,659. All charges from this office amounted to approx. 6½% during this same period. Additional help required for bridge items from the survey crew should should have still been under the 8½%. The field personnel on the bridge portion of this contract has been on the minimum side. Considerable reference stakes were destroyed by contractor's grading operation equipment which caused

(cont. page #2)

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

SUBJECT: N. Fork Coquille River Bridge Section
Contract #7215

To:

considerable more times the survey crew was called out.

Other projects in this area during this period in question, should no doubt have carried a higher percentage of the supervisory charges from this office. Such small projects as Coos River Painting, Umpqua River Bridge painting, Flanagan - Edwards Ave. Traffic Signal and Humbug Park building didn't support the inspector satisfactorily without any supervisory or office charges.

I feel the field personnel on this bridge portion of the contract has been held to a minimum. The contractor should have accomplished more work completed though during this period.

Eugene H. Ash
Eugene H. Ash

FORM E-30 3CM 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 5, 1970

To: Mr. C. T. Keasey
Division Engineer
Roseburg, Oregon

SUBJECT: N. Fork Coquille River Br. Sec.
Coos Bay-Roseburg Highway
Contract No. 7215

The payroll charges made by this office to the subject project are for Engineering and Inspection work done at Morse Bros. Prestress yard, Harrisburg, Oregon.

Following is a list of the prestress units made at the Harrisburg plant.for this contract.

Item	Description	Units Required	Unit Bid Price	Total Cost
53	16" Pres. Conc. Piling	25,750 L. F.	$ 7.00	$180,250.00
57	70'-75' Type III Pres Bms.	20	1800.00	36,000.00
58	75'-80' Type III Pres Bms.	123	1800.00	221,400.00
59	115'-120' Type V Pres Bms.	11	4000.00	44,000.00
60	2'x40'-45' Pres Slabs	6	700.00	4,200.00
61	4'x40'-45' Pres Slabs	54	800.00	43,200.00
				529,050.00

The total payroll, equip. rental, and misc. charges made by this office for the period, May 1969 to Feb. 1, 1970, is $14,615.43. This is 2.7% of the total prestress bid item cost. Our experience for the last 10 years indicates that on medium or large projects, Engineering and Inspection charges have been between 2.5% and 3% of the cost, while on small projects our charges will be from 4% to 6% of the total bid item cost.

Incidently, charges in this range have been acceptable for the "outside inspection" service we provide for the BPR and other Federal Agencies as well as several County Highway Department's, etc..

ROSEBURG DIVISION
FEB - 9 RECD
DUE | DOE
K
For
Action

E.H. Jones
Ellis H. Jones
Resident Bridge Engineer

/jec

cc: File

RECEIVED
FEB 2 - 1970
FOR FILING

E-RF-111(11)
7215

Salem, Oregon
February 2, 1970

C. T. Keasey
Division III Engineer

I attach copies of the payrolls of Eugene Ash and Bobby Johnson on the North Fork of the Coquille River Project.

These payrolls indicate the assignment of the equivalent of approximately nine men to this project through the entire period of July through December of 1969. In addition, there is some $5,000 charged by Ellis Jones at Eugene as inspection and testing charges.

Would please make an analysis of these payrolls and advise me of the necessity of this large a crew on this job.

Tom Edwards
Assistant State Highway Engineer

Att.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
V. E. Skoog

TE:er

Form E-147—10M

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

State Printing

N.F. Coquille River Br
6-1019-900

	July			Aug			
	Men	Hours	Amt	Men	Hours	Amt	Men
Bridge Crew (090)	1	48	328.32	1	116	793.44	1
	1	56	299.60	1	168	772.84	1
		4	32.12		11.5	79.93	1
	1	24	96.00		23.5	163.33	1
	1	96	332.16	1	64	437.76	
		29.5	153.11	1	68	363.80	
	1	72	492.48	1	20	80.00	1
		8	82.08	1	136	470.56	1
	1	160	740.80		2	10.38	
		12.5	86.88		10	51.90	
	1	168	433.44	1	148	381.84	1
		11	42.57		8	30.96	1
Jones & Ash →	7	689	3119.56	7	775	3641.74	8
Ellis Jones Crew:	-4	-257.5	-1241.31	-4	-300	-1414.40	-4
Ash	3	431.5	1878.25	3	475	2227.34	4
Construction Crew (080)	1	104	481.52	1	160	856.00	1
		23.5	163.33	1	168	777.84	
		32	134.40	1	168	500.64	1
	1	6	37.80	1	124	520.80	
	1	24	164.16		16	100.80	
	1	160	856.00	1	168	609.84	1
		8	64.24		34	185.30	1
	1	144	666.72		4	21.80	1
	1	128	381.44	1	68	212.84	
		1	4.47	1	148	685.24	1
	1	136	629.68		15	104.25	1
	1	168	609.84	1	156	655.20	
		10	54.50		1.5	9.45	1
	1	8	33.60	1	132	340.56	1
	1	40	145.20	1	24	61.92	1
	1	120	375.60	1	160	412.80	
		8	37.60	1	104	268.32	
	1	144	371.52				1
	1	152	392.16				1
		8	30.96				
	1	136	350.88				
		16	61.92				
	1	8	20.64				
	15	1504½	6068.18	12	1650½	6323.60	12
	22	2273½	9187.74	19	2425½	9965.34	20

Page Total: 9651½ hrs
$42,121.77

SHEET .... OF .... SHEETS

	Sept			Oct			Nov			Dec			
nt	Men	Hours	Amt	Men	Hours	Amt	Men	Hours	Amt	Men	Hours	Amt	
3.44	1	✓48	✓328.32	1	✓40	✓273.60	1	✓16	✓109.44	1	✓20	✓69.20	
2.84	1	✓84	✓449.40	1	✓16	✓74.08	1	✓16	✓85.60	1	136	930.24	
.93	1	✓4	✓16.00	1	✓20	✓107.00	1	✓16	✓55.36	1	160	740.80	
3.33	1	✓156	✓539.76	1	✓112	✓387.52	1	112	766.08		1	6.95	
7.76		✓4	✓20.76		✓3.5	✓18.17		8	82.08		2.5	17.38	
.80		✓2	✓10.38		✓3	✓15.57	1	128	597.64				
0.00	1	156	1067.04	1	140	957.60		37	257.15				
.56	1	144	666.72	1	184	851.92		8	55.60				
38		10	69.50		9	62.55	1	6	22.86				
1.90		22.5	156.38		9.5	66.03		5	28.60				
1.84	1	34	129.54	1	16	109.44							
.96	1	148	381.84										
		12.5	48.38										
.74	8	825	3884.02	7	553	2923.48	6	352	2055.41	3	319½	1764.57	3513½ hrs $17,308.78
.40	-4	-298	-1364.62	-4	-194.5	-875.94	-3	-48	-250.40	-1	-20 ←	-69.20	1118 hrs $5215.87
27.34	4	527	2519.40	3	358.5	2047.54	3	304	1805.01	2	299½	1695.37	2395½ hrs $12,172.91
6.00	1	8	37.04	1	96	403.20	1	42	176.40	1	8	3704	
7.84		2	13.90		3	18.90		3.5	22.05				
0.64	1	152	638.40	1	144	666.72	1	68	465.12				
0.80		2	12.60	1	88	369.60		4	27.36				
0.80		8.5	53.55	1	132	502.92	1	68	314.84				
9.84	1	16	109.44		5	28.60		17	118.15				
5.30	1	156	834.60	1	152	475.76	1	108	577.80				
1.80	1	112	288.96		5.5	25.85		8	64.24		153064 77.680		
2.84		2	7.74	1	84	574.56		4	21.40				
5.24	1	164	759.32	1	128	684.80	1	48	130.08				
4.25	1	64	190.72				1	132	611.16				
5.20		6	26.82					8	55.60				
9.45	1	112	288.96					4	18.52		#6		9 mon
0.56	1	116	487.20				1	40	103.20				
1.92	1	136	493.68				1	4	16.80				
3.80		6.5	35.43					32	134.40				
8.32		10	54.50				1	4	15.24				
	1	12	50.40					32	121.92				
	1	120	375.60				1	72	302.40				
							1	144	450.72				
								3	14.10				
								7	32.90				
23.60	12	1205	4758.86	7	837½	3750.91	11	852½	3794.40	1	8	37.04	6130 hrs $24,732.99
65.34	20	2030	8642.88	14	1390½	6,674.39	17	1204½	5849.81	4	327½	1801.61	9651½ hrs $42,121.77

RECEIVED
FEB 3 - 19

Claim 4456

FILED
JAN 29 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 29 4 09 PM '70
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RF-411(1)
7215

January 28, 1970

Benham Concrete
P. O. Box 665
Coquille, Oregon 97423

Gentlemen:

This is in reply to your letter of January 23 advising us that Roy L. Houck Sons' Corporation owes you for ready mixed concrete delivered in the amount of $8,895.96. This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures of the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the agent of the receipt of your claim and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond.

Please notify this office when your claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corp.

bc Commission
Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
2-2-70
CR

RECEIVED
[illegible] 2 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Jan. 23, 1970

Oregon State Highway Department
Fred Query
Rm. 216
State Highway Building
Salem, Oregon

Notice is hereby given that the undersigned Benham Concerte has a claim for ready mixed concrete delivered in the sum of $8,895.96 against the bond taken from, Roy L. Houck Sons Corperation, P.O.Box 671 , Salem, Oregon and Aetna Casualty and Surety Company, 1201 S. W. 12th Ave, Portland, Oregon for the workof grading paving & structures, Highway Coos Bay_ Roseburg Section; N. Fork Coquille River Myrtle Point Bridge Contract # 7215.

Benham Concrete
P. O. Box 665
Coquille, Oregon
[illegible] Benham

cc Bill George
Aetna Casualty and Surety Co.

Cle

NOTED
FLOYD QUERY

RECEIVED
JAN 29 1970

FOR FILING

E-RF-111(11)
7215

January 28, 1970

Riddlesbarger, Pederson
  Brownhill & Young
Attorneys at Law
Cascade Building
1170 Pearl Street
Eugene, Oregon 97401

Attention: Phil Cass, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of January 23 and attached Notice of Claim on behalf of Morse Bros., Inc., stating that Roy L. Houck Sons' Corporation owes them for prestress concrete material in the amount of $370,111. This appears to be in reference to the Roy L. Houck Sons' Contract No. 7215 for grading, paving and structures of the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., furnished the performance bond on this contract. We will advise the surety and the agent of the receipt of your claim. The Secretary of State's office has informed us that this claim was filed in their office on January 26 and was assigned File No. 4453.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission

noted on card
1-28-70 aj

NOTICE OF CLAIM

TO: State of Oregon
Oregon State Highway Commission

Notice is hereby given that the undersigned, Morse Bros., Inc., has a claim for prestress concrete material in the sum of $370,111.00 furnished by claimant against the bond taken from Roy L. Houck Sons Corporation as principal and Aetna Casualty and Surety Co. as surety for the work of North Fork Coquille River (Myrtle Point Bridge), Contract No. 7215.

MORSE BROS., INC.

By J D Morse

RECEIVED
JAN 26 1970
OREGON
STATE HIGHWAY COMMISSION

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
EDWARD J. LEWIS

TELEPHONE 342-3691
AREA CODE 503

January 23, 1970

Secretary of State
Salem, Oregon 97310

Secretary
Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Enclosed please find claim for filing against Roy L. Houck Sons Corporation and Aetna Casualty and Surety Co. on behalf of Morse Bros. Inc. on the North Fork Coquille River (Myrtle Point Bridge) Contract 7215.

Very truly yours,

Phil Cass, Jr.

PC:jb
Enc.

Cc ✓

NOTED
FLOYD QUERY

RECEIVED
JAN 26 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

January 26, 1970

COPY

Riddlesbarger, Pederson, Brownhill & Young
Attorneys at Law
Cascade Building - 1170 Pearl Street
Eugene, Oregon 97401

Attention: Phil Cass, Jr.

Dear Mr. Cass:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Morse Bros. Inc.
Surety Company: Aetna Casualty and Surety Co.
Principal: Roy L. Houck Sons Corporation
Job: Contract No. 7215 - North Fork Coquille River (Myrtle Point Bridge)
Amount of Claim: $370,111.00.

This has been filed as of the date of this letter and assigned file number 4453.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

EM:dc

cc: Highway Commission

NOTED
C. W. HEAD

RECEIVED
JAN 27 1970
OREGON
STATE HIGHWAY COMMISSION

1859

RECEIVED
FEB 3 - 1970

Claim 4457

FILED
JAN 29 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 29 4 08 PM '70
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RE-11(1)
7215

January 28, 1970

G. W. Woodward, Inc.
General Contractors
P. O. Box 458
Coquille, Oregon 97423

Attention: G. W. Woodward

Gentlemen:

This is to acknowledge receipt of your claim letter of January 27 advising us that Roy L. Houck Sons' owes you for services and materials in the amount of $5,592.37. From the description given in your letter, this appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving and structures of the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County.

The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the agent of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise us when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 1970
OREGON
STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corp.

NOTED ON CARD
2-2-70
CR

bc Commission
✓Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

January 27, 1970

Oregon State Highway Comm.
Salem, Oregon

Attn: Fred Avery, Secretary

Re: [illegible]. L. Houck & Sons
Job #6954,
located just north of
Myrtle Point, Oregon, Coos Co.

Dear Sir:

We have performed and provided the following services and materials for the above contractor on the above named project.

10/16/69	6 yds. 1¼"-0	$3.30	19.80
	Purchase Order #6954-41177		
10/31/69	534.780 Tons A/C	$10.65	5,695.41
	1 Barrel RS1		30.00
	6 hrs. labor - brooming and place RS1	$4.10	24.60
	Roller 1 hr. - sub-grade		10.00
	Credit for payroll paid		601.50
	Purchase Order #6954-41210		
12/10/69	Grader 2 hrs.	$23.00	46.00
	Roller 2 hrs.	$10.00	20.00
	Hand labor 3 hrs.	$4.63	13.89
	10.025 Ton A/C	$8.65	86.72
	Purchase Order 6954-42433		
1/23/70	32 yds. 3/4"-0	$3.55	113.60
	Grader 2 hrs.	$23.00	46.00
1/24/70	Grader 1½ hrs.	$23.00	34.50
	O.T. - operator	$5.88	4.41
1/25/70	Grader 1 hrs.	23.00	23.00
	O.T. - operator	5.88	2.94
1/26/70	Grader 1 hr.	$23.00	23.00
	Purchase Order #6954-42441		
			5,592.37

As to this date we have not received payment, partial or otherwise. The bonding company on this project is Aetna Casualty & Surety Co., 1201 S.W. 12th, Portland, Oregon.

Would you be so kind as to advise us of the current status on this project.

R. L. Houck & Sons have asked us to perform more work but we are reluctant at this time to proceed.

Sincerely,

G. W. WOODWARD, INC.

G W Woodward
G. W. Woodward

GWW/js

RECEIVED
JAN 29 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1970
FOR FILING

E-RF-111(11)

7215

January 27, 1970

Oregon-Pacific Company, Inc.
P. O. Box A
North Bend, Oregon 97459

Attention: J. W. Anderson

Gentlemen:

Thank you for your letter of January 23 advising us that you have received a check from Mr. Houck on January 22 in the amount of $277.18. This appears to be in reference to your claim which was filed against State Highway Contract No. 7215 for grading, paving and structures of the N. Fork Coquille River (Myrtle Point) Bridge Section on the Coos Bay-Roseburg Highway in Coos County.

This information will be noted in our records and we will advise the surety and the principle contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj
cc The Aetna Casualty & Surety Co.
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corp.
Commission

noted on card
1-27-70 sj

OREGON-PACIFIC COMPANY, INC.
1760 SHERIDAN - PHONE 756-3121
MILL, LOGGING & MARINE SUPPLIES
P. O. BOX A
NORTH BEND, OREGON 97459

January 23, 1970

Oregon State Highway Division,
Highway Building,
Salem, Oregon. 97310

Atten: Mr. Floyd Query

Gentlemen:

With further reference to your letter of January 12th relative to ours of the 7th regarding the unpaid account of Roy Houck and Sons Corp.

We wish to advise you that we received a check from Mr. Houck on January 22nd for the full amount of $277.18. And we also want to thank you for your efforts in seeing that the account was taken care of.

Very truly yours,

OREGON-PACIFIC CO., INC.

By J.W. Anderson

NOTED
FLOYD QUERY

Cc ✓

RECEIVED
JAN 26 1970
OREGON
STATE HIGHWAY COMMISSION

STATE COPY G-11

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F-RF-111 (11)
7-15

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11-
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 20 JAN 1970
U. S. BUREAU OF PUBLIC ROADS

Project Name: North Fork Coquille River (Myrtle Point) Bridge
Date: January 19, 1970
Highway: Coos Bay - Roseburg
Contract No.
County: Coos
Prefix: 6-1019
Contractor: Roy L. Houck Sons' Corp.
F. A. Project No.: F-RF-111 (11)
Address: P. O. Box 671, Salem, Oregon 97303
Order No.: 4 (Suppl. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove portion of slide at station 383+00 to prevent slide material from encroaching on existing highway.

NOTED
F. B. KLABOE

Location by station numbers: Sta. 388+00 to 384+00 and elsewhere throughout the project as directed by the engineer.

Estimate of quantities and cost:

Equipment	$3,360.00	
Labor	2,240.00	
Contr. % Allowance	952.00	
TOTAL	$6,552.00	Additional Requested
	348.00	Previously Authorized
NEW TOTAL AMOUNT	$6,900.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is not a part of the contract. Performance of the work is necessary to protect the existing highway and the existing subgrade. Funds are available in contract authorization. Work has begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,152,459.12
Present estimate of project cost, including $ ~~6,900.00~~ 6552.00 for work under this order	$2,152,459.12
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Bobby D. Johnson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: Warren E. Stewart
Division Engineer

Approved
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

rec'd to Morgan 1-30-70

RECEIVED
JAN 28 1970

FOR FILING

F-RE-111(11)
7215

January 14, 1970

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

Gentlemen:

As instructed in a letter signed by Mr. Ralph E. Davis of the U. S. National Bank of Oregon and by Mr. William L. George for Aetna Casualty & Surety Company, we have attached the check for Estimate No. 7 on Contract No. 7215 in the amount of $143,236.37.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr
Att.

cc: U. S. National Bank of Oregon
Ladd & Bush Branch
302 State Street
Salem, Oregon 97301

Attention: Mr. Ralph E. Davis
Vice President

Aetna Casualty & Surety Company
1201 S.W. 12th Avenue
Portland, Oregon 97205

Attention: Mr. William L. George

with Mr. Bunce of Aetna
I delivered the above check
to Houck's office about
3:15 PM today.
F.Q.

Portland, Oregon
January 12, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Subject: OSHD No. 7215
N. Fork - Coquille River - Myrtle
Point Section
Roy L. Houck Sons Corp., contractor

Estimate No. 7 for work performed through December 10, 1969, in the amount of $143,236.37, is presently payable to contractor.

Each of the signatories have separately directed that you not make further payments to contractor under this and other contracts. We refer you to letter of Aetna Casualty & Surety Company dated December 31, 1969, and of United States National Bank of Oregon dated January 8, 1970.

Despite the foregoing, each of the signatories withdraw their respective notices as same relates to Estimate No. 7, Contract No. 7215, and each requests that you make payment of this estimate directly to Roy L. Houck Sons Corp., contractor.

Very truly yours,

U. S. NATIONAL BANK OF OREGON
Ladd & Bush Branch
302 State Street
Salem, Oregon

By Ralph E. Davis
Ralph E. Davis
Vice President

AETNA CASUALTY & SURETY COMPANY
1201 S. W. 12th Avenue
Portland, Oregon

By William L. George

RECEIVED
JAN 16 1970
FOR FILING

Claim 4447

FILED
JAN 1 3 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 12, 1970

Oregon-Pacific Company, Inc.
P. O. Box A
North Bend, Oregon 97459

Attention: Mr. J. W. Anderson

Gentlemen:

This is to acknowledge receipt of your letter of January 7, informing us that Roy Houck and Sons' owes you $277.18 for supplies.

From the description given in your letter, this appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge on the Coos Bay-Roseburg Highway in Coos County. The Aetna Casualty & Surety Company through Updegraff Insurance, Inc., 776 Commercial Street, S.E., Salem, Oregon 97301, furnished the performance bond on this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the surety and the principal contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

NOTED ON CARD
1-14-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation

bc Commission
Secretary of State

NOTED
C. W. HEAD

RECEIVED
JAN 14 1970
OREGON
STATE HIGHWAY COMMISSION

OREGON-PACIFIC COMPANY, INC.
1760 SHERIDAN - PHONE 756-2121
MILL, LOGGING & MARINE SUPPLIES
P. O. BOX A
NORTH BEND, OREGON 97459

January 7, 1970

Routing
Morgan
Decker
Bond NB
Walker
Boehme
Johnson

Pease E
Swan
Glann
Litchfield
Gallagher
Stein

RECEIVED
JAN 9 1970
CONSTRUCTION DIVISION

State Highway Department,
Highway Building,
Salem, Oregon. 97301

Atten: Edwin Pease

Gentlemen:

The Roy Houck & Sons job at Myrtle Point is six months in arrears with us to the amount of $277.18 and they make no attempt at payment. I discussed this situation with your resident engineer, Mr. Johnson, at Coquille, and he suggested that I pass on this information to you. It happens that we are not the only supplier in this area that is not getting paid and we cut him off last October.

Personally I think it is terrible that he is allowed to have State contracts when he is not able to take care of his obligations. I know that he is bonded but to wait for payment from them takes a long time. I understand that his other jobs in the State are handled in the same manner. He gets his money from you people on time and he certainly should be in a position to pay for at least one month, which he never has done.

I know that it is in his contract that the State can hold out money for unpaid bills and deduct from his estimates. If this is possible I certainly would like to have it done.

Very truly yours,

OREGON-PACIFIC CO., INC.

By J.W. Anderson

cc: Roy Houck & Sons Corp.
Aetna Casualty & Surety Co.

RECEIVED
JAN 9 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
JAN 15 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1970

SUBJECT: Roy L. Houck

To:

Memo to Files

On the morning of December 30, 1969, the following individuals met in Floyd Query's office: Roy L. Houck, Jr.; George Rohde; and Floyd Query.

I wasn't in Mr. Query's office, but being in the adjacent office with the door open, I could hear some of the conversation, particularly Mr. Houck's. I do not recall Mr. Houck's exact words, but the following are some of his comments:

> How can you hold up payments due on our contracts by just a telephone call from our surety?
>
> You are taking sides by forwarding checks to our surety.
>
> We have obligations to the Salem U. S. National Bank.
>
> We have been picking up our warrants for several years now direct from your Accounting Division. We would phone to see when the warrants were ready and then we would pick them up, which would save a little time instead of receiving them through the mail.

Mr. Houck did make a statement regarding the sale of their equipment, but I do not recall just how it was phrased.

C. W. Head

C. W. Head, Assistant Secretary

CWH:sj

cc Floyd Query

FORM E-30 50M 10-68

RECEIVED
JAN 6 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1970

[illegible]

SUBJECT: Roy L. Houck Sons' Corp.
Contract Nos. 7185, 7215, 7289

To: Mr. Floyd Query
Secretary

BUILDING

Enclosed for your records are copies of financing statements and a security agreement dated September 26, 1969, under which the U. S. National Bank of Oregon has advised us that it claims a security interest in amounts earned by the Houck Firm under the above contracts. Apparently the financing statements were filed on October 1, 1969, in the offices of the Marion County Clerk and the Secretary of State (a third statement was also filed in the State of Washington on October 2, 1969).

Copies of these documents were provided to me on January 5, 1970, by E. L. Crawford, Attorney representing U. S. National Bank. Mr. Crawford stated that his purpose in so doing was to place the Highway Commission on notice of the Bank's claim.

George Rohde, Chief Counsel
By Allen H. Johansen
Al Johansen, Staff Attorney

AJ:cr
Enclosures

OY L. HOUCK SONS' CORPORATION Mailing Address(es): 158 Chemeketa N.E. alem, Oregon	United States National Bank Ladd & Bush Salem Branch 302 State St Salem, Oregon	Filing Officer (Date, time, number and filing office):

This financing statement covers the following types (or items) of property. (If collateral is crops growing or to be grown, or goods which are or are to become fixtures, give description reasonably identifying the real estate.):

Accounts receivable on construction contracts commonly referred to as "Earned Estimates".

5A. Assignee of Secured Party(ies), if any:

5B. Address of Assignee from which security information obtainable:

eck ☒ if covered: ☒ Proceeds of Collateral are also covered. ☒ Products of Collateral are also covered. No. of additional sheets attached ☐

led with: ☒ SECRETARY OF STATE: ☐ RECORDER ☒ COUNTY CLERK OF Marion COUNTY:

rmination Statement—This statement of termination of financing is presented to a filing officer for filing pursuant to the Uniform Commercial Code. The Secured rty certifies that the Secured Party no longer claims a security interest under the financing statement bearing the file number shown above. (Fee $1.00).

ted: ...., 19.......

By: ....

(Signature of Secured Party or Assignee of Record—Not valid until signed)

LING OFFICER COPY—ACKNOWLEDGMENT—Filing officer is requested to note file number, date and hour of filing on this copy and return it to the person ng, as an acknowledgment.

This form of financing statement is approved by the Secretary of State.

ANDARD FORM—UNIFORM COMMERCIAL CODE—FORM UCC-1

---

is FINANCING STATEMENT is presented to filing officer for filing pursuant to the Uniform Commercial Code.

8. Maturity Date: (If any)

. Debtor(s): OY L. HOUCK SONS' CORPORATION . Mailing Address(es): 158 Chemeketa N. E. Salem, Oregon	United States National Bank of Oregon Ladd & Bush-Salem Branch 302 State St Salem, Oregon	Filing Officer (Date, time, number and filing office): FILED MARION COUNTY OREGON FILE NO. G 23719 DATE OCT 1 - '69 - 9 00 AM HERMAN WM. LANKE MARION COUNTY RECORDER DEPUTY

This financing statement covers the following types (or items) of property. (If collateral is crops growing or to be grown, or goods which are or are to become fixtures, give description reasonably identifying the real estate.):

3 12

Accounts receivable on construction contracts commonly referred to as "Earned Estimates".

5A. Assignee of Secured Party(ies), if any:

5B. Address of Assignee from which security information obtainable:

eck ☒ if covered: ☒ Proceeds of Collateral are also covered. ☒ Products of Collateral are also covered. No. of additional sheets attached ☐

led with: ☒ SECRETARY OF STATE: ☐ RECORDER ☒ COUNTY CLERK OF Marion COUNTY:

rmination Statement—This statement of termination of financing is presented to a filing officer for filing pursuant to the Uniform Commercial Code. The Secured rty certifies that the Secured Party no longer claims a security interest under the financing statement bearing the file number shown above. (Fee $1.00).

ted: ...., 19.......

By: ....

(Signature of Secured Party or Assignee of Record—Not valid until signed)

LING OFFICER COPY—ACKNOWLEDGMENT—Filing officer is requested to note file number, date and hour of filing on this copy and return it to the person g, as an acknowledgment.

ANDARD FORM—UNIFORM COMMERCIAL CODE—FORM UCC-2

This FINANCING STATEMENT is presented to filing officer for filing pursuant to the Uniform Commercial Code.

No. of additional sheets presented:

3. Maturity date (if any):

1. Debtor(s): (last name first, and mailing address(es)

ROY L. HOUCK SONS' CORPORATION
1158 Chemeketa N. E.
Salem, Oregon

2. Secured Party(ies) and address(es):

UNITED STATES NATIONAL BANK
OF OREGON
Ladd & Bush--Salem Branch
302 State St
Salem, Oregon

4. FOR FILING OFFICER ONLY (Date, time, number and filing office)

'70 OCT 2 8:00

0075230

5. This Financing Statement covers the following types (or items) of property: (Use this space for Real Property description if required.)

Accounts receivable on construction contracts commonly referred to as "Earned Estimates".

STATE OF WASH

6. Assignee(s) of Secured Party(ies) and address(es)

0509536

CHECK ☒ IF COVERED: ☒ Proceeds of collateral are also covered ☒ Products of collateral are also covered

Filed with:

☐ The collateral described herein is brought into this state already subject to a security interest in the state of

TERMINATION STATEMENT—This statement of termination of financing is presented to a filing officer for filing pursuant to the Uniform Commercial Code. The Secured Party certifies that the Secured Party no longer claims a security interest under the financing statement bearing the file number shown above.

Dated:____________________ 19______ BY:____________________

SIGNATURE(S) OF SECURED PARTY(IES)

3—FILING OFFICER—ACKNOWLEDGEMENT

WASHINGTON STATE UCC-1 FORM APPROVED BY A. LUDLOW KRAMER, SECRETARY OF STATE (4-67)

LIMITED - SEE
SPECIAL PROVISIONS

SECURITY AGREEMENT COVERING ACCOUNTS, CONTRACT RIGHTS AND CHATTEL PA

(Not for Use with Finance Companies)

exc

Sept. 26, 1969
(Date)

1.0 ROY L. HOUCK SONS' CORPORATION
(Name)

1158 Chemeketa Street, N.E. (No. and Street) Salem (City) Marion (County) Oregon (State)

the debtor hereunder (hereinafter called "Borrower"), hereby grants to UNITED STATES NATIONAL BANK OF OREGON, the secured party hereunder (hereinafter called "Bank"), a security interest in all accounts, instruments, drafts, acceptances and other forms of receivables (including chattel paper), and all rights of the Borrower earned or to be earned under contracts to sell goods or render services, all of which are, or may be, identified by the terms of paragraph 6 below, and all of which now belong or hereafter will belong to Borrower for goods sold by it or for services rendered by it, together with all guaranties and securities therefor, all right, title and interest of Borrower in the merchandise which gave rise thereto, including the right of stoppage in transit, and in the proceeds of all of the foregoing. All of the foregoing is hereinafter called the "Collateral."

2.0 The security interest granted hereby is to secure payment and performance of liabilities and obligations of Borrower to Bank of every kind and description, direct or indirect, absolute or contingent, due or to become due, now existing or hereafter arising (all hereinafter called "Obligations").

Borrower hereby agrees as follows:

3.0 Definitions. As herein used:

3.10 "Qualified Account" means a right of Borrower to payment for goods sold or leased by it or for services rendered by it which conforms to the warranties set forth in paragraph 4.3 hereof and which is due and payable according to terms acceptable to Bank.

3.20 "Slow Account" is any Qualified Account with respect to which any of the following has occurred or is applicable:

3.21 all or a substantial part of the property giving rise to the Qualified Account is returned, rejected, repossessed, lost or damaged;

3.22 any dispute with the account debtor arises;

3.23 the Account becomes past due under the original terms thereof for such period as may from time to time be prescribed by the Bank.

3.24 death, dissolution, termination of existence, insolvency, business failure, appointment of a receiver for any part of the property of, assignment for the benefit of creditors by, or the filing of a petition in bankruptcy, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against, the account debtor;

3.25 the account debtor does not meet credit standards acceptable to Bank.

The Bank shall have sole discretion as to whether a Qualified Account is or has become a Slow Account.

3.30 "Borrowing Base" means an amount equal to such percentage of the outstanding amount of Qualified Accounts exclusive of Slow Accounts as may be prescribed from time to time by the Bank.

4.0 Warranties. Borrower represents and warrants as follows:

4.1 If a corporation, Borrower is duly organized and existing under the laws of Oregon and is duly qualified and in good standing in every other State in which it is doing business.

4.2 If a corporation, the execution, delivery and performance hereof are within Borrower's corporate powers, have been duly authorized, are not in contravention of law or the terms of Borrower's charter, bylaws or other incorporation papers, or of any indenture, agreement or undertaking to which Borrower is a party or by which it is bound.

4.3 Any Qualified Account reported by Borrower to Bank will be a good and valid account representing an undisputed bona fide indebtedness of the account debtor to Borrower for merchandise theretofore shipped or delivered pursuant to or in connection with a contract of sale, or for services theretofore performed by Borrower to or for said account debtor. There are and will be no setoffs or counterclaims of any nature whatsoever against any Qualified Account. No agreement under which any deduction or discount may be claimed has been or will be made with the account debtor on any of the Qualified Accounts except as reflected in the identification of Collateral as set forth in paragraph 6 hereof. Borrower will be the lawful owner of all Qualified Accounts and will have good right to pledge, sell, assign and transfer the same and grant a security interest therein. None of the Collateral has been or will be pledged, sold, assigned or transferred to any other person than Bank or in any way encumbered except to Bank and Borrower will warrant and defend all Collateral against the claims and demands of all persons. No account reported by Borrower to Bank shall represent payment due under a consignment or a sale or return agreement.

52-1281 3/67 (Head Office: Portland)

4.4 In addition to that shown in the inning of this agreement, Borrower has places of business only at the following locations:

Salem Marion Oregon
1158 Chemeketa Street, N.E.
(City) (County) (State)

(City) (County) (State)

(City) (County) (State)

(City) (County) (State)

4.5 If Borrower has an office in more than one State, the office where Borrower keeps its records concerning accounts, contracts, rights and chattel paper is 1158 Chemeketa Street, N.E.
(No. and Street)

Salem Marion Oregon,
(City) (County) (State)

or if left blank, is that shown at the beginning of this agreement.

4.6 Subject to any limitation stated therein or in connection therewith, all information furnished to Bank concerning Collateral and proceeds thereof or otherwise for the purpose of obtaining credit or an extension of credit is or will be at the time the same is furnished, accurate and correct in all material respects and complete insofar as completeness may be necessary to give Bank a true and accurate knowledge of the subject matter.

5.0 Possible Loans.

5.1 Insofar as Borrower may request and Bank may be willing in its discretion to make loans to Borrower, such loans will be evidenced by Borrower's promissory note, payable on such terms as Bank may accept.

5.2 Borrower understands that Bank will use the Borrowing Base as a limitation on loans. Borrower agrees that the outstanding principal balance of loans hereunder, together with interest due and unpaid thereon, will at no time exceed the Borrowing Base, and agrees that if at any time the loans do exceed the Borrowing Base, Borrower shall make payments in cash, on demand, in reduction of such interest and principal, in such amount as may be necessary to eliminate such excess.

6.0 Identification and Delivery of Collateral. The books and records of the Borrower pertaining to the Collateral and the Collateral itself, shall be marked and identified as required by the Bank.

6.1 The Borrower shall deliver to the Bank all original documents, instruments, and chattel paper described as "Collateral" in 1.0 hereof, and if any of the chattel paper subject hereto covers property which is covered by certificates of title, the Borrower shall also deliver all such certificates. In addition, the Borrowers shall also deliver either:

6.2 original and duplicate invoices representing sales and delivery of goods or services, together with evidence of delivery as may be requested by the nk, all invoices to bear an assignment stamp in favor of the Bank in terms acceptable to the Bank; or

6.3 at the time of each borrowing, a completed and executed Borrower's Certificate-Accounts Receivable and/or Accounts Receivable Schedule, satisfactory in form to the Bank; and in addition the Borrower shall deliver monthly a completed and executed aged Schedule of Collateral satisfactory in form to the Bank.

6.4 Bank's failure to demand delivery of the writings described herein or Borrower's failure or refusal to deliver them shall in no way diminish Bank's security interest in the Collateral described in paragraph 1.0 hereof, it being the intention of the parties that the Bank shall have a security interest in all items of Collateral described in paragraph 1.0, both presently owned by Borrower or acquired hereafter, whether or not specifically identified or listed.

7.0 Places of Business; Inspection of Records; Insurance; Further Assurance.

7.1 Borrower will promptly notify Bank in writing of any addition t change in or discontinuance of its place(s) of business as shown at t beginning of this agreement and in paragraph 4.4 and the location of the office where it keeps its records as set forth in paragraph 4.5.

7.2 Borrower will at all reasonable times allow Bank by or through any of its representatives, attorneys or accountants, to examine and inspect and make extracts from Borrower's books and other records and to arrange for verification of Collateral, under reasonable procedures, directly with account debtors or by other methods. Borrower will furnish to Bank upon request additional statements of any Collateral, together with all notes or other papers evidencing the same and any guaranties, securities, or other documents and information relating thereto; and generally at all times will furnish to Bank such statements and information as it may reasonably request.

7.3 When so requested by Bank, Borrower will provide, at no expense to Bank, insurance satisfactory to Bank on all chattels which may be listed on any chattel paper subject to this agreement, and affix to the policies loss payable clauses satisfactory to Bank and provide proper evidence of such insurance to the Bank.

7.4 Borrower will at all times at the request of Bank, do, make, execute and deliver all such additional and further acts, things, deeds, assurances and instruments as Bank may require, to more completely vest in and assure to Bank its rights hereunder and in or to the Collateral and the proceeds thereof, and will pay the cost of any necessary filing.

8.0 Collections; Notice of Assignment; Expense.

8.1 Borrower shall make collections on the Collateral, hold the proceeds received from collections in trust for Bank and turn over such proceeds to Bank daily in the exact form in which they are received together with a collection report in form satisfactory to Bank. Cash proceeds (including checks) shall be deposited in an account in the Bank designated as Cash Collateral Account, Roy L. Houck Sons' Corporation, bearing Account Number 103-473, said account to be under the Bank's sole control. Bank in its discretion may apply any or all cash proceeds to the payment of Borrower's Obligations or may release such proceeds as it sees fit to Borrower.

8.2 Bank may at any time notify account debtors on any Collateral that the Collateral has been assigned to Bank and that proceeds thereof shall be paid to Bank. Upon request of Bank, Borrower will so notify such account debtors and will indicate on all billings to such account debtors that the accounts are payable to Bank. Any proceeds of accounts thereafter received by Borrower shall be turned over to Bank daily in the exact form in which they are received.

8.3 Bank shall have full power to collect, compromise, endorse, sell or otherwise deal with Collateral or proceeds thereof in its own name or that of Borrower; and shall have full power to endorse for the Borrower the certificates of title referred to in 6.1 and to sell or otherwise deal with the property represented thereby in its own name or that of Borrower.

9.0 Financing Statements.

9.1 At the request of Bank, Borrower will join with Bank in executing one or more Financing Statements pursuant to the Uniform Commercial Code in form satisfactory to Bank.

9.2 Without the written consent of Bank, Borrower will not allow any Financing Statement covering any Collateral, proceeds thereof or proceeds of any of Borrower's assets to be on file in any public office.

10.0 Events of Default; Acceleration. Any or all Obligations shall, at the option of Bank and notwithstanding any time or credit allowed by any instrument evidencing a liability, become immediately due and payable without notice or demand upon the occurrence of any of the following events of default;

10.1 default in the payment or performance of any obligation, covenant or liability contained or referred to herein or in any note secured hereby;

10.2 any warranty, representation or statement made or furnished to Bank by or on behalf of Borrower proves to have been false in any material respect when made or furnished;

10.3 any event which results in the acceleration of the maturity of the indebtedness of Borrower to others under any indenture, agreement or undertaking;

10.4 loss, theft, damage, destruction, sale or encumbrance to or of any of the Collateral, or the making of any levy, seizure or attachment thereof or thereon;

10.5 death, dissolution, termination of existence, insolvency, business failure, appointment of a receiver for any part of the property of, assignment for the benefit of creditors by, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against, Borrower or any guarantor or surety for Borrower, or entry of any judgment against them, or failure of any guarantor or surety of Borrower to provide Bank with financial information promptly when requested.

11.0 Rights and Remedies on Default. Upon the occurrence of any such event of default, and any time thereafter, Bank shall have the rights and remedies of a secured party under the Uniform Commercial Code in addition to the rights and remedies provided herein or in any other writings executed by Borrower.

12.0 Additional Security. Regardless of the adequacy of any Collateral which the Bank may at any time hold hereunder, and regardless of the adequacy of any other collateral which the Bank may obtain at any of its offices from Borrower in connection with any other transactions, any deposits or other moneys due from Bank at any of its offices to Borrower shall constitute additional security for, and may be set off against, loans secured hereby even though said loans may not then be due. Any and all instruments, documents, policies and certificates of insurance, securities, goods, accounts receivable, choses in action, chattel paper, cash, property and the proceeds thereof (whether or not the same are Collateral or proceeds thereof hereunder) owned by Borrower or in which Borrower has an interest, which now or hereafter are at any time in possession or control of Bank at any of its offices or in transit by mail or carrier to or from Bank or in the possession of any third party acting in Bank's behalf without regard to whether Bank received the same in pledge, for safekeeping, as agent for collection or transmission or otherwise, or whether Bank has conditionally released the same, shall constitute additional security for Obligations and may be applied at any time to Obligations which are then due whether by acceleration or otherwise.

13.0 General. Bank shall not be deemed to have waived any of Bank's rights hereunder or under any other agreement, or writings signed by Borrower unless such waiver be in writing and signed by Bank. No delay or omission on the part of Bank in exercising any right shall operate as a waiver of such rights or any other right. A waiver on any one occasion shall not be construed as a bar to or waiver of any right or remedy on any future occasion. All Bank's rights and remedies, whether evidenced hereby or by any other writings shall be cumulative and may be exercised singularly or concurrently.

13.1 Any demand upon or notice to Borrower that Bank may elect to give shall be effective when deposited in the mails or delivered to a telegraph, wireless or radio company addressed to Borrower at the address shown at the beginning of this agreement, as modified by any notice given pursuant to paragraph 7.1. Demands or notices addressed to Borrower's address at which Bank customarily communicates with Borrower shall also be effective.

13.2 If at any time or times by assignment or otherwise Bank transfers any Obligations and Collateral, or other security therefor, such transfer shall carry with it Bank's powers and rights under this agreement with respect to the Obligations and Collateral or other security transferred and the transferee shall become vested with said powers and rights, whether or not they are specifically referred to in the transfer. If and to the extent that Bank retains any other Obligation or Collateral or other security, Bank will continue to have the rights and powers herein set forth with respect thereto.

13.3 Borrower shall pay to Bank on demand, together with interest at the highest rate allowed by law, any and all expenses, including legal expenses and reasonable attorneys' fees, reasonably incurred or expended by Bank in the collection or attempted collection of Collateral and in protecting and enforcing the Obligations and other rights of Bank hereunder.

13.4 Whenever there is no outstanding Obligation and no commitment on the part of Bank under any agreement which might give rise to an Obligation, Borrower may terminate this agreement upon written notice to Bank. Prior to such termination, this shall be a continuing agreement in every respect.

13.5 This agreement and all rights and obligations hereunder, including matters of construction, validity and performance, shall be governed by the law of Oregon.

13.6 This agreement is intended to take effect when signed by Borrower and delivered to Bank.

13.7 If anything in this Agreement is held to be illegal, then only that portion is void and not the entire Agreement.

14.0 Special Provisions. (If none, write "None"):

Not withstanding any of the foregoing, the security interest herein provided is limited to accounts receivable on construction contracts commonly referred to as "earned estimates" and excludes retainages and other miscellaneous receivables.

Reports covering said estimates are to be submitted to the bank on a monthly basis by the 15th of each month in sufficient detail to permit the bank to verify the same and otherwise in a form satisfactory to both partys.

Signed and Delivered to Bank on the day and year first above written.

Roy L. Houck Sons' Corporation
(Name of Borrower)

By ______________________ President
(Authorized Signature)
Borrower

RECEIVED
JAN 7 - 1970

FOR FILING

F-RF-111(11)
7215

January 6, 1970

Roy L. Houck Sons' Corp.
P. O. Box 671
Salem, Oregon 97308

Re: Contract No. 7185, Lime Section

Contract No. 7215, N. Fork
Coquille River (Myrtle Point)
Bridge Section

Contract No. 7289, Saddle Mtn.
Jct.-Little N. Fork Nehalem
River Section

Gentlemen:

Enclosed for your information are copies of three letters which we have received from The Aetna Casualty & Surety Company relating to the above contracts; these letters are dated respectively December 30 and 31, 1969.

This is also to inform you that the U. S. National Bank of Oregon has notified us that they claim a security interest in any earnings under the above contracts by virtue of a security agreement with you dated September 26, 1969, and a financing statement under the Uniform Commercial Code, apparently filed in the offices of the Marion County Clerk and the Secretary of State on October 1, 1969.

By reason of these conflicting claims of the surety company and of the bank, we will not be in a position to release any payments on the above contracts until this dispute is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

AJ:or
Enclosures

bc: R. L. Porter
F. B. Klaboe
G. E. Rohde Attn: Alan Johansen
V. E. Skoog

RECEIVED
JAN 8 - 1970

F-K-F-111(11)

7215

Memo of meeting ld 1:30 p.m. Monday, January 5 970, in the office of George Rohde, Chief Counsel, Oregon State Highway Division of the Department of Transportation. Present at the meeting:

Lee Crawford, Atty at law
George E. Rohde, Chief Counsel.
A. Johansen, Staff Attorney
L. I. Lindas, Staff Attorney.

Mr. Crawford, representing the United States National Bank of Oregon presented Mr. Rohde with a copy of a financing statement which indicates, he says, that the bank has a security interest in a progress payment check, in the amount of $140,000, due on contract 7215.

The Surety, Aetna Life and Casualty Co. had previously, by letter, requested the check be not paid to Houck Sons Co., their principal, due the the failure of the latter to pay labor and material bills incurred in connection with the performance of Contract 7215. A like letter has been forwarded to the State with respect to any payments due their principal on contracts 7185 and 7289.

Mr. Crawford stated that his client has a security interest in the check for $140,000 that is greater than that of Houck's surety, their position being that the rights of the surety, if any, do not arise until after payment by the latter of debts of its principal, which has not been done as yet.

The financing statement is being furnished the State so as to put the latter on notice of the claim of the United States Nat'l Bank.

Mr. Crawford also requested he be furnished ~~to the~~ copies of the letters delivered to the State by the surety. Mr. Rohde stated he would want to talk to an officer of the Houck Corp. first and secure their consent before so doing. Mr. Rohde thereupon call Carlos Houck. (See Rohde's memo re: his conversation with Mr. Houck)

Mr. Crawford was firm in his conviction that the bank had perfected a security interest in the earned estimates of the Houck Corp. relative to all of the check of $140,000.

Mr. Crawford further advised that representatives of the bank and the surety were meeting tomorrow (1-6-70) and that possibly the entire matter would be resolved at that time, or, if this was not possible, the situation might deteriorate to the point litigation might result.

L I Lindas

L I Lindas
Staff Atty.

NOTED
G. E. ROHDE

RECEIVED
JAN 8 - 1970

7215

FOR FILING
F-RF-111(11)
7215

MEMO
Monday, January 5, 1970

Mr. Lee Crawford, representing the U. S. National Bank came to this office to confer with the undersigned relative to partial payments due Houck Sons Corp. on contracts with the State Highway Commission. Mr. Lindas was present at the conference and has dictated a memo as to the discussion held.

During the course of the discussion Mr. Crawford requested copies of the letters delivered to the State Highway Commission by Aetna Casualty notifying the State of their indemnity agreement.

I informed him we did not feel free to do so without the consent of Houck Sons Corp. Mr. Crawford concurred in my calling the Corp. office. Mr. Roy Houck was not in, but I spoke to Mr. Carlos Houck. He informed me it would not be his desire that we send a carbon copy to the bank along with our letter to the Corp. advising of the notice received.

He did state that upon receipt of the letter from the State Highway Commission he would give Mr. Crawford a copy. This appeared to satisfy Mr. Crawford.

G. E. ROHDE
Chief Counsel

RECEIVED
JAN 8 - 1970

7215

Phond conversation with Wm. Sexton, U. S. National Bank, with Rohde & Lindas.
Friday, Jan 2, 1970 at 2 p.m.

Mr. Sexton informed us that John Huisman, their attorney will be getting in touch with Mr. Rohde.

Mr. Sexton inquired as to why, if we knew, the bonding company placed a hold on Houck's funds

Mr. Rohde stated he didn't know the exact reason, but he did know that the surety was receiving regular credit reports on the contract or and that they must have felt their position in the matter was in jeopardy. He infoemed Mr. Sexton that he did know that the Surety and Houck had had conferences pertaining to the matter before bringing the same to our attention.

Mr. Rohde did inform Mr. Sexton that he had heard the bank had an assignment of some kind, and if they did, we would expect them to take steps to protect their interest. However, if matters got to the point the same couldn't be resolved and the matter of their assignment was brought to our attention, we would probably feel we must place the matter and money before some court to determine who should get what.

Mr. Sexton stated that he recognized that the bonding companies rights were superior to theirs, but he wished the surety had come to them first, because he felt the matter could have been resolved without bringing us into the matter.

Mr. Rohde, rdcognizing there were two sides to the question, informed Mr. Sexton that the representatives of the bonding company had informed us that their only desire in doing what they did was for their protection and to aid the contractor.

To which Mr. Sexton replied it now appears that our next step is to get in touch with the bonding company to see if they could work out the problem.

Rohde stated that this is what he had advised both parties to do when this situation was called to his attention. 'I told them they aught to try and get together "

Sexton then wanted to know how long we were going to hold the money, to which Mr. Rohde stated he had no way of knowing at this time. We were just advised by the surety that they were claiming the same under their indemnity agreement or assignment they had.

Sexton asked if it was true that some vice president of the bonding company would be here Mond or Tuesday to try to work something out. We had heard this but didn't know when the party would arrive.

Respecting claims of laborers or materialmen, Rohde informed Sexton that such claims, when and if they come in, are directed to Mr. Query. If the retained amounts are great enough, no action is taken respecting the claims at that time. At least we, in the legal section knew nothing of the claims, if any, as of this time.

Sexton again reiterated they will go to the Bonding Company to see what can be done, and thanked us for our courtesy and talking with him.

NOTED
G. E. ROHDE

Leonard A. Lindas

RECEIVED
JAN 8 - 1970

7215

F.R.F-111(7)
7215

Meeting 4:15 p.m. Tuesday, Dec 30, 1969 in the office of Floyd Query, Commission Secretary. Present:

Floyd Query, Comm. Secty.
George Rohde, Chief Counsel
L I Lindas, Staff Attorney
Al Johansen, Staff Attorney
C. Head, Ass't Comm. Secty.

Met with a Mr. Buener, representing Aetna Life & Casualty Co, who had delievered the first of three letters requesting the Highway Division make no further payments to Roy L Houck Sons, Corporation, their principle, on contract 7215 because of the failure of the Houck Corp. to pay labor and material bills incurred in connection with their performance of the foregoing contract.

Mr. Buener advised that letters pertaining to two other contracts involving the Houck Corporation would be forthcoming in the immediate future.

Mr. Buener stated that the Houck Corporation was cross paying bills--in other words using the money earned on one contract to pay bills due on one of the other contracts.

Buener stated that he had been in conference with the Houck Organization and were trying to help them out of a bad situation, but were getting no co-operation from the Houck's

He stated that there would be a representative of the Aetna co from their home office in Salem sometime next week, at which time another effort would be made with the Houck's to resolve the problem they have with them.

He further advised us that when the head office representative was in Salem, the company would furnish us with proper indemnification assurances to hold us harmless for withholding payment to the Houck's as requested by them.

Mr. Rohde stated, during the conference with Mr. Buener, that he had talked to Roy Houck today and Mr. Houck had advised him that he was not going to use the progress payment of approximately $140,000 due on contract 7215 to pay bills due on this contract.

Lindas
L I Lindas
Staff Attorney

NOTED
G. E. ROHDE

RECEIVED
~~DEC 5 - 1969~~
Jan 20

FORM E-80-X (12-67)
FOR FILE
E RE-11(1)
7215

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 29, 1969

Mr Query

To: MEMORANDUM TO THE FILE:

SUBJECT: Houck Bros. Contracts 7185
7215
7289

A telephone call was received at 8:15 this morning from Aetna Surety Co. representative Mr. Wm. George. Mr. Query was contacted and also was connected in the threeway conversation.

This call was the result of my efforts on Friday, December 26, to reach the Aetna representative who had contacted Mr. Cecil Head by phone on December 23 and placed a hold on further delivery of partial payment checks on Houck Contracts with the Highway Division. On December 24 Mr. Jim Houck had come to the office of Mr. Klaboe to demand delivery of a check for some $134,000. At that time the undersigned was called to the conference in Mr. Klaboe's office.

It was my advice that the Highway Division, having been placed "on notice" by the surety to withhold payment, would jeopardize its rights against the surety under the bond if it failed to recognize the surety's claim even though received orally. It was stated that we should have written confirmation and it was my understanding such would be received forthwith.

On Friday, December 26, I received a call at home from Mr. Roy Houck stating that the holding of the check by the State would be seriously embarrassing since they had written sizable checks on the strength of its receipt. I reiterated the position previously taken. Because of Mr. Houck's statements I came to this office to see if the written confirmation from the surety company had been received. It had not, so an attempt was made to reach the Aetna representative in Portland by phone. Their office was closed with an "answering service" taking phone calls. After some insistence I was able to reach a Mr. Huffman.

The latter individual was not personally handling the Houck matter, but he did say he was aware that the Surety was considering the taking over of the Houck contracts and that there had been a conference between the Surety's auditor, counsel and claims man with Houck and the telephone call to Mr. Head was a result of the conference. Mr. Huffman promised he would have Mr. George call this morning.

Mr. George advised that Houcks were having temporary limited financial problems and that the surety would be assisting in these financial problems to get the Houck work completed. In line with this they wanted

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR.
21

ORIGINAL SIGNED BY
F. B. [illegible]

the checks sent to Houck through the Aetna's office so they could have the funds properly applied.

To this end Mr. George had requested the Houcks to sign a letter to the Highway Division as to the handling of payments. He apparently has had more recent conversations with Mr. Houck, or Mr. Burda, and is to have another conference with them this morning and expects to have the matter straightened out.

If the voluntary handling by the contractor cannot be arranged, Aetna evidently will use its pre-existing assignment to accomplish its purpose.

G. E. ROHDE
Chief Counsel

GER:hg

cc Mr. Fred Klaboe
Mr. Floyd Query

RECEIVED
DEC 29 1969
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
DEC 24 1969
FOR FILING

F-RF-111(11)
7215

December 22, 1969

Texaco, Inc.
3350 Wilshire Boulevard
Los Angeles, California 90005

Attention: Mr. J. M. Custer

Gentlemen:

Your letter of December 18 inquired as to the status of two contracts held by Roy L. Houck Sons' Corporation.

Contract No. 7215 on the Coos Bay-Roseburg Highway in Coos County was approximately 45 percent complete as of December 10. The estimate at that date shows $85,806.22 retained.

The Lime Section contract on the Old Oregon Trail, Contract No. 7185 (not 6846) was approximately 85 percent complete on November 10, 1969. At that time the retained percentage was $174,180.05. Estimated date of completion for this contract is April 1, 1970.

The estimated date of completion on Contract No. 7215 is September, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

TEXACO

PETROLEUM PRODUCTS

SALES DEPARTMENT—U. S.
WESTERN REGION
J. M. CUSTER
ASSISTANT MANAGER CREDIT SALES

TEXACO INC.
3350 WILSHIRE BOULEVARD
LOS ANGELES, CALIF. 90005

December 18, 1969

ROY L. HOUCK SONS CORP.
1158 CHEMEKETA ST. N.E.
SALEM, OREGON

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Query

Gentlemen:

Texaco Inc. has been supplying some of subjects petroleum requirements at various job sites in Oregon and Washington. Terms under which product was sold were net 90-days. Subjects payments have slowed to the extent that obligations run 90 to 120 days beyond the net 90 terms.

Our file reflects your offices as the awarding agency for the following contracts:

Project F-RF-111(11) #7215
North Fork River (Myrtle Point)
Bridge Section of the Coos Bay -
Roseburg Highway in Coos County.

Interstate 80N Project, Lime Section - 7185
Old Oregon Trail Highway, State Contract ~~#6846.~~

We would very much appreciate advice as to whether either or both of these jobs have been accepted as completed, and, if not, the anticipated time of acceptance. It would also be of benefit if you could advise what percentage of progress money has been released to the contractor to date for each job.

Thank you for your cooperation.

J M Custer
J. M. CUSTER

JMC:gs

RECEIVED
DEC 22 1969
OREGON
STATE HIGHWAY COMMISSION

TEXACO

PETROLEUM PRODUCTS

SALES DEPARTMENT—U. S.
WESTERN REGION
J. M. CUSTER
ASSISTANT MANAGER CREDIT SALES

TEXACO INC.
3350 WILSHIRE BOULEVARD
LOS ANGELES, CALIF. 90005

December 18, 1969

ROY L. HOUCK SONS CORP.
1158 CHEMEKETA ST. N.E.
SALEM, OREGON

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Query

Gentlemen:

Texaco Inc. has been supplying some of subjects petroleum requirements at various job sites in Oregon and Washington. Terms under which product was sold were net 90-days. Subjects payments have slowed to the extent that obligations run 90 to 120 days beyond the net 90 terms.

Our file reflects your offices as the awarding agency for the following contracts:

Project F-RF-111(11) #7215
North Fork River (Myrtle Point)
Bridge Section of the Coos Bay -
Roseburg Highway in Coos County.

Interstate 80N Project, Lime Section -
Old Oregon Trail Highway, State Contract ~~#6846.~~ 7185

We would very much appreciate advice as to whether either or both of these jobs have been accepted as completed, and, if not, the anticipated time of acceptance. It would also be of benefit if you could advise what percentage of progress money has been released to the contractor to date for each job.

Thank you for your cooperation.

J. M. Custer
J. M. CUSTER

JMC:gs

RECEIVED
DEC 22 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1[illegible]969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RF-111(11)
7215

November 7, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. B. A. Kendrew

Re: Private Grade Crossing
Clyde L. Head Property
R/W File 40286
N. Fork Coquille River (Myrtle Point Bridge) Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-RF-111 (11)
Contract No. 7215
YOUR FILE: 323-3

NOTED
F. B. KLABOE

Gentlemen:

This is in reply to your letter dated October 31, 1969 wherein you ask if the State and Mr. Head have reached agreement as to the relocation of his private grade crossing.

This is to advise that the State will construct the highway in such a manner so that Mr. Head may use his existing grade crossing and therefore it will not be necessary to construct the new crossing as discussed in previous correspondence.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: Southern Pacific - San Francisco
F. B. Klaboe (w/copy of SP letter)
D. H. Moehring "
C. T. Keasey "
L. W. Riley "
Bobby Johnson "
J. E. Holcomb "

RECEIVED
NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

October 31, 1969

IN REPLY PLEASE REFER TO

323-3

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Your letter September 5, regarding private crossing with Clyde L. Head which was involved in the improvement of Coos Bay-Roseburg Highway, State Contract No. 7215.

Please advise if the State and Mr. Head have reached a decision as to the relocation of his private crossing.

Yours truly,

AWKilborn

Routing
Pease E
Morgan
Swan
Decker
Glenn
Bond
/ Litchfield
Walker
Gallagher
Boehme
Stein
Johnsen

RECEIVED
NOV 4 1969
CONSTRUCTION
DIVISION

RECEIVED
SEP 8 - 1969
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RF-111(11)
7215

September 5, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Private Grade Crossing
Clyde L. Head Property
R/W File 40286
N. Fork Coquille River (Myrtle Point Bridge) Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-RF-111 (11)
Contract No. 7215
YOUR FILE: 323-3
O-O-68-14

Gentlemen:

This is in reply to your letter of September 3, 1969 wherein you asked for advise as to arrangements the State desires to make for the relocation of the above captioned private grade crossing.

In view of Mr. Head's opposition to executing the private crossing agreement with you, we are presently considering a plan which would utilize his existing crossing.

You will be advised as soon as a decision is made regarding this matter.

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe (w/copy of SPRR letter of 9-3-69 and Head's letter of 8-29-69)
D. H. Moehring "
C. T. Keasey "
L. W. Riley "
Bobby Johnson "
J. E. Holcomb "

cc: Southern Pacific - San Francisco

RECEIVED
SEP 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

S-2660

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

September 3, 1969

IN REPLY PLEASE REFER TO

323-4
0-0-68-14

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of May 12, concerning North Fork-Coquille River (Myrtle Point Bridge) Section, Coos Bay-Roseburg Highway, Coos County, Project No. F-RF-111(11) regarding private crossing agreement for Clyde L. and Barbara J. Head at Coquille.

Agreements were prepared and submitted to Mr. Head for his consideration. He has refused to complete the agreements. We are attaching a copy of his letter of August 29, for your consideration.

Please advise what arrangements you desire to make for the relocation of this private roadway.

Yours truly,

A W Kilborn

Attach.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
SEP [illegible] 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

335-4

1020 Crest Acres
Coquille, Oregon 97423

August 29, 1969

A.W. Kilborn
Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Dear Mr. Kilborn,

I have been contacted by the Right-Of Way Agent, Mr. Atley Chapman, and I think it was pretty well understood between he and I that I am not going to agree to pay the maintaining fee and the permit to move this crossing. I assumed he had been in touch with you and you knew the agreement we had reached.

I feel it is the State Highway Department that wants this moved--- so why should I obligate myself for an unknown amount from here on in the future? I appreciate you contacting me. I am sorry you were not contacted as I had been told. I am leaving the arrangements up to the Highway Department from here on for I really could care less as to whether it is moved.

Again, thanks....

Very truly yours,

Clyde Head
Clyde Head

cc: Mr. Atley Chapman
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

SOUTHERN PACIFIC COMPANY
PORTLAND DIVISION
SUPERINTENDENT'S OFFICE
RECEIVED
SEP 2 1969

RECEIVED
AUG 20 1969
FOR FILING

~~file~~ ~~Rohde~~

1859

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

E-PE-111(11)
7215

REFERRED
TO Query
FOR This copy should probably be filed in the Houck contract 7215 file
G. E. ROHDE

August 13, 1969

Northwestern Pacific Indemnity Co.
1111 S. E. Pine Street
Portland, Oregon 97214

Attention: Zeek Ferris

Re: Accident 8-6-69
N. Fork-Coquille River Bridge Section
Coos Bay-Roseburg Highway M.P. 18.78

Gentlemen:

On August 7, 1969, I advised you of an accident which occurred in a construction area on the Coos Bay-Roseburg Highway. The section of highway involved was being reconstructed pursuant to a contract with Roy L. Houck & Sons.

I have now received a detailed report of the accident from William Gladdis, Assistant Resident Engineer, and am enclosing a copy of the same for your files and information.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
enclosure

cc: F. B. Klaboe
F. D. Morgan
G. E. Rohde
Marsh & McLennan
Sayre & Toso, Inc.

NOTED
FLOYD QUERY

MEMO TO THE FILE

RECEIVED
AUG 8 1969

Contractor Equipment Accident
N. Fk.-Coquille R. (Myrtle Point) Bridge Sec.
Coos Bay - Roseburg Highway
M. P. 18.78

August 6, 1969

At approximately 8:30 A.M. I was informed by Resident Engineer Al Bates that a piece of the contractor's equipment had overturned onto Highway 42, about 1.7 miles north of Myrtle Point.

I proceeded from Coquille to the scene of the accident and contacted state highway employee Tom Penner. According to Penner (Head Inspector) the accident had occurred between 6:15 and 6:30 while Penner was absent from the job to gas his vehicle. His observations were from visual inspection and from talking to some of the contractor's employees.

Apparently the pay scraper, an International Harvester Model 295-series B, was operating on the slope approximately 50 feet above the highway easterly of engineer's station 367+00. Visibility was poor because of fog. The scraper overturned on the slope and rolled down and across the highway and came to rest with the tail end blocking the southbound lane of the highway.

An Arrow Transport tanker, #626, was northbound and stopped just short of the accident. A logging truck, driven by Deward Modglin, Rt. Box 76G, Sutherlin, Oregon, then smashed into the rear of the tanker.

When I arrived, the tanker and logging truck had been removed and the injured scraper operator had been taken to Myrtle Point Hospital by ambulance. One-way traffic was being maintained by two of the contractor's flagmen. At 9:10 A.M. traffic was stopped, cables were attached, and the pay scraper was pulled back onto the highway and then onto the project. At 9:36 A.M. highway cleanup was completed and two-way traffic resumed.

Data showing location and legend of all construction warning signs was obtained and a copy is attached. A diagram showing the position of the vehicles after the accident is also attached.

State Police advise that they will not be filing an accident report because the insurance carriers for the tanker and the logging truck were on the scene and had recqrded the data before the police arrived.

Mr. John Sanford, Claims Dept., Allstate Insurance Co., Salem, was notified. Mr. Frank McKinney, Assistant Counsel for the Oregon State Highway Department was also contacted.

The Contractor for the project is Roy L. Houck Sons' Corp., P. O. Box 671, Salem, Oregon.

William Gaddis
William Gaddis
Assistant Resident Engineer

cc. Frank McKinney
Ray Stose
C. T. Keasey
Allstate Insurance Co.
198 Commercial st. S.E.
Salem, Oregon
Attn.-John Sanford

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AUG 11 196
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-KF-111(11)
7215

August 7, 1969

Northwestern Pacific Indemnity Company
1111 SE. Pine St.
Portland, Oregon 97214

Attention: Zeek Ferris

Gentlemen:

Re: Accident 8-6-69
MP 18.78 - N. Fork Coquille
River - Myrtle Point-
Bridge Section
Coos Bay-Roseburg Highway

On August 6, 1969, the undersigned received a telephone call from Mr. Bill Gaddis, Assistant Resident Engineer at Coquille, Oregon.

Mr. Gaddis advised that between 6:15 and 6:30 a.m. on August 6, at MP 18.78 of the North Fork Coquille River-Myrtle Point-Bridge Section of the Coos Bay-Roseburg Highway, a Pay scraper owned by contractor R. L. Houck & Sons overturned on the highway, causing a blockage of traffic. Shortly after the highway was blocked a south-bound tanker stopped for the overturned vehicle and was plowed into by a log truck.

To the best of Mr. Gaddis' knowledge, the only individual hurt was the operator of the Pay scraper who was taken to the hospital by ambulance.

Mr. Gaddis stated this section of highway was under construction and that state personnel was not involved in any manner with the overturning of the contractor's equipment.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

RECEIVED
AUG 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK:ks:krk
cc: F. B. Klaboe ✓
F. D. Morgan
Marsh & McLennan - D. K. MacDonald, Inc.
Sayre & Toso, Inc.

F-RF-111(11)

(8) 7-21/5

AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible] funds are [illegible]
Date 2 JUL 1969
U.S. Bureau of Public Roads

Project Name North Fork Coquille River (Myrtle Point) Bridge
Date July 29, 1969
Highway Coos Bay-Roseburg
Contract No. 7215
County Coos
Prefix 6-1019
Contractor Roy L. Houck Sons' Corp.
F. A. Project No. F-RF-111(11)
Address P. O. Box 671, Salem, Oregon 97308
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Contractor to perform the necessary work to correct slide condition as Directed by the engineer.

Orig to Morgan
cc to Skoog
8-20-69

Location by station numbers: 388+00 left of center line

Estimate of quantities and cost:

Equipment	$240.00
Labor	60.00
Contractors % Allowance	48.00
	$348.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The removal of slide material above and outside roadbed neat section makes this extra work necessary. Work has not begun. Funds are abailable in Contract Authorization. Telephone approval to proceed with work received from C. T. Keasey July 28, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,152,459.12
Present estimate of project cost, including $348.00 for work under this order	$2,152,459.12
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ John Quiner II, Asst Division Engineer

Approved: /s/ F. D. Morgan, Construction Engineer

SP*23877-734

RECEIVED
JUL 16 1969

6-13-69

FOR FILES
Region
Wash DC

F-RF-111(11)

1115

NOTED
R. L. PORTER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-33A

INITIAL INSPECTION REPORT

(Check Appropriate box) ☐ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
DATE OF INSPECTION 6-13-69	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-RF-111(11)

IN COMPANY WITH
Bobby Johnson, Res Engr, OSHD

LOCATION
Begins at Sta 367+00 which is approx. 7.5 mi. southeasterly from Coquille, Oregon and ends at Sta 460+00 which is approx. 0.5 mi. southerly of the north City limits of Myrtle Point, Oregon.

CONTRACTOR NAME AND ADDRESS
Roy L. Houck Sons' Corp., Salem, Oregon

AWARD DATE 5-5-69	CONTRACT AMOUNT $1,905,497	TIME ALLOWED 390 cal days	TIME STARTED 5-21-69	WORK STARTED 5-21-69
QUALITY OF WORK Satis	PROGRESS OF WORK Satis	TIME ELAPSED 4 %	WORK COMPLETED 7 %	

ROADBED (Width 72-79 Feet O. to O. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES TYPE	STRUCTURES TYPE CODE NO.	STRUCTURES NET LENGTH (Miles)
Grading	0010	0.44	—	—	79	CPCB	X081	0.285
Grading & Pave.	6204	0.93	20	20	72	PSS	X080	0.023

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

NORTH FORK COQUILLE RIVER BRIDGE SECTION
Oregon Coast Highway
Grading, Paving, and Structures

Work to be completed under this project consists of the following work on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County:

1. Construction of 0.44 mile of grading only.
2. Construction of 0.93 mile of grading and paving.
3. Construction of a 506 foot prestressed beam structure.
4. Construction of a 120.5 foot slab span structure - prestressed.
5. Performance of other incidental work as called for by the plans and specifications.

To date the only work performed has been clearing and grubbing which is approximately 95% complete. The contractor has hauled several old railroad cars onto the project for use as a low water bridge to facilitate the embankment work on the south side of the river.

(more)

Ref'd to Morgan
7-11-69

REPLACES PR-33A(1) REV. 8-64, WHICH WILL NOT BE USED

CHANGES

To date no changes have been approved. However, because the actual ground elevations differ from those shown on the plans it will be necessary to raise the footing and adjust the retaining wall of Bent No. 1. Approval of this change is recommended.

SIGNING

The required project signs were being installed at the time of this inspection. The required posters will be posted in the contractor's field office as soon as it has been established.

RECEIVED
JUL 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-1, 6-2

PROJECT REPORT NO. 4

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

5-26-69

STATE Oregon

COUNTY Coos

PROJECT NO. RF-F-111(11)
F-RF-111(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Fk. Coquille River (Myrtle Pt.) Bridge on the Coos Bay-Roseburg Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-26-69	1.761
OTHER *(Specify)*		

FUNDS

Pro Rata 63.54

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,817,766 - Rural Primary 285,229 - Primary 2,102,995	$ 1,155,008.00 - Rural Primary - 073 169,892.00 - Primary - 012 1,324,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)

for: R. E. Simpson

Date executed by Division Engineer MAY 26 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26884-P66

Oregon State Highway Department

Federal-Aid
Project No. F-RF-111(11)

N. FK. COQUILLE RIVER ([illegible] PT.) BRIDGE

ON THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Project agreement estimate

Salem, Oregon, May 14, 1969

Type Code 0010
Grading (Sta. 367+00 to Sta. 396+00)(Contract No. 7215)

Temporary Protection and Direction of Traffic	All Req. (20%)			$ 1,000.00
Clearing and Grubbing	All Req. (80%)			120,000.00
Ditch Excavation, Unclassified	220	cu.yd.	$ 1.75	385.00
General Excavation, Unclassified	153,100	cu.yd.	0.79	120,949.00
Trench Excavation	240	cu.yd.	5.00	1,200.00
Special Backfill in Drains	60	cu.yd.	15.00	900.00
Obliteration of Roadway	720	sq.yd.	0.30	216.00
Pavement Replacement	28	lin.ft.	10.00	280.00
Stone Base	9,100	ton	3.85	35,035.00
Stage Construction Surfacing	3,800	sq.yd.	2.25	8,550.00
12-inch Culvert Pipe	270	lin.ft.	3.50	945.00
18-inch Culvert Pipe	210	lin.ft.	5.00	1,050.00
8-inch Drain Pipe	350	lin.ft.	2.75	962.50
Type 1 Guard Rail	700	lin.ft.	2.50	1,750.00
Type 1A Guard Rail	220	lin.ft.	4.00	880.00
				$ 294,102.50
Flagging (60% of Contractor's Cost)	All Req.			2,000.00
	Subtotal			$ 296,102.50
	10% Engr. & Cont.			29,609.50
	Total			$ 325,712.00

Type Code 0020
Grade and Pave (Sta. 396+00 to Sta. 399+67.5)(Sta. 414+64 to Sta. 460+00)
(Contract No. 7215)

Field Laboratory Building	1	only	$ 750.00	$ 750.00
Temporary Protection and Direction of Traffic	All Req. (80%)			4,000.00
Clearing and Grubbing	All Req. (20%)			30,000.00
General Excavation, Unclassified	13,900	cu.yd.	0.79	10,981.00
Toe Trench Excavation	950	cu.yd.	1.50	1,425.00
Overhaul	41,000	C-yd.sta.	0.40	16,400.00
Finishing Roadbed and Slopes	All Req. (100%)			2,000.00
Trench Excavation	200	cu.yd.	5.00	1,000.00
Special Backfill in Drains	26	cu.yd.	15.00	390.00
Watering	480	M-gal.	4.00	1,920.00
Obliteration of Roadway	600	sq.yd.	0.30	180.00

Lime Treated Subgrade	32,000	sq.yd.	$ 0.20	$ 6,400.00
Lime for Treated Subgrade	360	ton	32.00	11,520.00
Cement-Treated Base Mixture	27,000	ton	4.10	110,700.00
Portland Cement in CTB Mixture	1,900	ton	32.50	61,750.00
MS-1 Asphalt in Seal	34	ton	65.00	2,210.00
Asphalt in Tack Coat	4	ton	80.00	320.00
Class "B" Asphalt Concrete Mixture	10,000	ton	10.50	105,000.00
Asphalt Cement in Mixture	550	ton	37.50	20,625.00
12-inch Reinforced Concrete Bridge End Panels	700	sq.yd.	25.00	17,500.00
Loose Riprap	2,130	cu.yd.	3.00	6,390.00
18-inch Culvert Pipe	60	lin.ft.	5.00	300.00
42-inch Culvert Pipe	56	lin.ft.	16.00	896.00
78-inch Culvert Pipe	44	lin.ft.	43.00	1,892.00
8-inch Drain Pipe	200	lin.ft.	2.75	550.00
Concrete Inlets, Type G-2M	1	only	250.00	250.00
Concrete Curbs	6	cu.yd.	75.00	450.00
Extra for A.C. Concrete Approaches	4	only	50.00	200.00
Guide Posts, W-1	40	only	8.25	330.00
Guide Posts, Y-2	30	only	9.00	270.00
Type 2 Guard Rail	7,400	lin.ft.	2.80	20,720.00
Type 2A Guard Rail	1,750	lin.ft.	4.25	7,437.50
Type 2 Barricade	550	lin.ft.	3.00	1,650.00
Portable Barricade	6	only	125.00	750.00
Extra for Guard Rail Bridge Connections	8	only	175.00	1,400.00
Guard Rail Terminal Anchors	4	only	260.00	1,040.00
Type 2 Fence	36	rod	12.50	450.00
Roadside Seeding	15	acre	150.00	2,250.00
Roadside Mulching	15	acre	150.00	2,250.00
Grass Seed Mixture	450	lb.	1.50	675.00
Inorganic Fertilizer (22-16-8)	60	cwt.	15.00	900.00
				$ 456,121.50
Flagging (60% of Contractor's Cost)	All Req.			5,000.00
	Subtotal			$ 461,121.50
	*10% Engr. & Cont.			45,361.50
	Total			$ 506,483.00

*Reduced in accordance with paragraph 5c PPM 30-6 (Project Field Offices)

Type Code X081
Bridge No. 10564 (Sta. 396+67.5 to Sta. 414+44)(Contract No. 7215)

Shoring, Cribbing, Etc.	All Req. (84%)			$ 21,000.00
Remove Old Bridges	All Req. (85%)			12,750.00
Structural Excavation	450	cu.yd.	$ 7.00	3,150.00
Structural Excavation Below Elevation Shown	38	cu.yd.	10.00	380.00
16-inch Prestressed Concrete Piling	22,390	lin.ft.	7.00	156,730.00

Drive Prestressed Concrete Piles	254 only	$ 275.00	$ 69,850.00
16-inch Prestressed Pile Extensions	820 lin.ft.	6.00	4,920.00
Class "A" Concrete (4,038 Cu.Yds.)	All Req. (97.7%)		330,226.00
70'-75' Type 3 Prestressed Beams	20 only	1,800.00	36,000.00
75'-80' Type 3 Prestressed Beams	123 only	1,800.00	221,400.00
115'-120' Type 5 Prestressed Beams	11 only	4,000.00	44,000.00
Reinforcement (1,095,000 Lbs.)	All Req. (98.6%)		128,180.00
Metal Parapet Rail, Single Pipe	3,019 lin.ft.	7.00	21,133.00
			$1,049,719.00

Type Code 1080
Bridge No. 8512A (Sta. 424+87 to Sta. 426+07)(Contract No. 7215)

Shoring, Cribbing, Etc.	All Req. (16%)		$ 4,000.00
Remove Old Bridge	All Req. (15%)		2,250.00
Structural Excavation	80 cu.yd.	$ 7.00	560.00
Structural Excavation Below Elevation Shown	7 cu.yd.	10.00	70.00
16-inch Prestressed Concrete Piling	3,360 lin.ft.	7.00	23,520.00
Drive Prestressed Concrete Piles	56 only	275.00	15,400.00
16-inch Prestressed Pile Extensions	180 lin.ft.	6.00	1,080.00
Class "A" Concrete (95 Cu.Yds.)	All Req. (2.3%)		7,774.00
2' x 40'-45' Prestressed Slabs	6 only	700.00	4,200.00
4' x 40'-45' Prestressed Slabs	54 only	800.00	43,200.00
Reinforcement (15,100 Lbs.)	All Req. (1.4%)		1,820.00
Metal Parapet Rail, Single Pipe	240 lin.ft.	7.00	1,680.00
			$ 105,554.00
	Subtotal		$1,155,273.00
	10% Engr. & Cont.		115,527.00
	Total		$1,270,800.00

Length of Grading - - - - - - 0.549 Mile
Length of Grade & Pave- - - - 0.910 Mile
Length of Structures (2)- - - 0.302 Mile

Length of Project - - - - - - 1.761 Miles

Cost of Grading Per Mile- - - $593,282.33
Cost of Grade & Pave Per Mile $556,574.73

Retained in Program Status

Signing		$ 800.00
	10% Engr. & Cont.	80.00
	Total	$ 880.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grading Only	$ 325,712.00	$ 205,200.00	$120,512.00
Grade and Pave	506,483.00	319,100.00	187,383.00
Structures (2)	1,270,800.00	800,600.00	470,200.00
Subtotal	$2,102,995.00	$1,324,900.00	$778,095.00
Retained in Program	880.00	550.00	330.00
	$2,103,875.00	$1,325,450.00	$778,425.00

SUMMARY OF FEDERAL FUNDS

Rural Primary Funds	$1,817,766.00	$1,155,008.00	$662,758.00
Primary Funds	285,229.00	169,892.00	115,337.00
Retained in Program (Primary)	880.00	550.00	330.00
	$2,103,875.00	$1,325,450.00	$778,425.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

6

A-1-100%

Oregon State Highway Dept.

Federal Aid
Project No. F-RF-111(11)

106
112 N. Fk. Coquille River (Myrtle Pt.) Bridge
on the Coos Bay-Roseburg Highway in Coos County

Project agreement estimate

Salem, Oregon ,1969

Type Code 0010

Grading (Sta. 367+00 to Sta. 396+00) (Contract No. 7215)

Temporary Protection and Direction of Traffic	All	Required	(20%)	$ 1,000.00
Clearing and Grubbing	"	"	(80%)	120,000.00
Ditch Excavation, Unclassified	220	cu.yd.	1.75	385.00
General " , "	153,100	"	0.79	120,949.00
Trench Excavation	240	"	5.00	1,200.00
Special Backfill in Drains	60	"	15.00	900.00
Obliteration of Roadway	720	sq.yd.	0.30	216.00
Pavement Replacement	28	lin.ft.	10.00	280.00
Stone Base	9,100	ton	3.85	35,035.00
Stage Construction Surfacing	3,800	sq.yd.	2.25	8,550.00
12-inch Culvert Pipe	270	lin.ft.	3.50	945.00
18- " " "	210	"	5.00	1,050.00
8-inch Drain Pipe	350	"	2.75	962.50
Type 1 Guard Rail	700	lin.ft.	2.50	1,750.00
Type 1A Guard Rail	220	"	4.00	880.00

$ 294,102.50

Flagging (60% of Contractors Cost) All Required $ 2,000.00

subtotal	$ 296,102.50
10% Engr. & Cont.	29,609.50
Total	$ 325,712.00

Type Code 6204

Grade and Pave (Sta. 396+00 to Sta. 379+67.5) (Sta. 414+44 to Sta. 460+00) (Contract No 7215)

Field Laboratory Building	1	only	750.00	$ 750.00
Temporary Protection and Direction of traffic	All Required (80%)			4,000.00
Clearing and Grubbing	" " (20%)			30,000.00
General Excavation, Unclassified	13,900	cu.yd.	0.79	10,981.00
Toe Trench Excavation	950	" "	1.50	1,425.00
Overhaul	41,000	C-yd.sta.	0.40	16,400.00
Finishing Roadbed and Slopes	All Required (100%)			3,000.00
Trench Excavation	200	cu.yd.	5.00	1,000.00
Special Backfill in Drains	26	" "	15.00	390.00
Watering	480	M gal	4.00	1,920.00
Obliteration of Roadway	600	sq. yd.	0.30	180.00
Lime Treated Subgrade	32,000	sq. yd.	0.20	6,400.00
Lime for Treated Subgrade	360	ton	32.00	11,520.00

Cement-Treated Base Mixture	27,000 ton	4.10	110,700.00
Portland Cement in CTB Mixture	1,900 ton	32.50	61,750.00
RS-1 Asphalt in Seal	34 ton	65.00	2,210.00
Asphalt in Tack Coat	4 ton	80.00	320.00
Class 'B' Asphalt Concrete Mixture	10,000 ton	10.50	105,000.00
Asphalt Cement in Mixture	550 ton	37.50	20,625.00
12-inch Reinforced Concrete Bridge End Panels	700 sq. yd.	25.00	17,500.00
Loose Riprap	2,130 cu.yd.	3.00	6,390.00
18-inch Culvert Pipe	60 lin.ft.	5.00	300.00
42-inch Culvert Pipe	56 lin.ft.	16.00	896.00
78-inch " "	44 " "	43.00	1,892.00
8-inch Drain Pipe	200 " "	2.75	550.00
Concrete Inlets, Type G-2M	1 only	250.00	250.00
Concrete Curbs	6 cu. yd.	75.00	450.00
Extra for A.C. Concrete Approaches	4 only	50.00	200.00
Guide Posts, W-1	40 only	8.25	330.00
" " , Y-2	30 "	9.00	270.00
Type 2 Guard Rail	7,400 lin.ft.	2.80	20,720.00
" 2A " "	1,750 " "	4.25	7,437.50
Type 2 Barricade	550 " "	3.00	1,650.00
Portable "	6 only	125.00	750.00
Extra for Guard Rail Bridge Connections	8 "	175.00	1,400.00
Guard Rail Terminal Anchors	4 "	260.00	1,040.00
Type 2 Fence	36 rod	12.50	450.00
Roadside Seeding	15 Acre	150.00	2,250.00
Roadside Mulching	15 "	150.00	2,250.00
Grass Seed Mixture	450 lb.	1.50	675.00
Inorganic Fertilizer (22-16-8)	60 Cwt.	15.00	900.00

	$ 456,121.50
Flagging (60% of Contractors Cost) All Required	$ 5,000.00
Subtotal	$ 461,121.50
* 10% Engr. + Cont.	45,361.50
Total	$ 506,483.00

* Reduced in accordance with paragraph 5c PPM 30-6 (Project Field offices)

Type code X081

Bridge # 1056A (Sta. 399+67.5 to Sta. 414+44) (Contract No. 7215)

Shoring, Cribbing, Etc	All Required (84%)		$ 21,000.00
Remove Old Bridges	" " (85%)		12,750.00
Structural Excavation	450 cu. yd.	7.00	3,150.00
" " Below Elevation Shown	38 " "	10.00	380.00
16-inch Prestressed Concrete Piling	22,390 lin. ft.	7.00	156,730.00
Drive Prestressed Concrete Piles	254 only	275.00	69,850.00
16-inch Prestressed Pile Extensions	820 lin. ft.	6.00	4,920.00
Class 'A' Concrete (4038 cu. yd.)	All Required (97.7%)		330,226.00
70'-75' Type 3 Prestressed Beams	20 only	1,800.00	36,000.00
75'-80' " " " "	123 "	1,800.00	221,400.00
115'-120' " 5 " "	11 only	4,000.00	44,000.00

Reinforcement (1,095,000 lbs.)	All Required (98.6%)		128,180.00
Metal Parapet Rail, Single Pipe	3,019 lin.ft.	7.00	21,133.00
		$	1,049,719.00

Type Code X080

Bridge # 8512A (Sta. 424+87 to Sta. 426+07)(Contract No. 7215)

Shoring, Cribbing, Etc.	All Required	16%	$ 4,000.00
Remove old Bridge	" "	15%	2,250.00
Structural Excavation	80 cu.yd.	7.00	560,00
Structural Excavation Below Elevation Shown	7 "	10.00	70.00
16-inch Prestressed Concrete Piling	3,360 lin.ft.	7.00	23,520.00
Drive Prestressed Concrete Piles	56 only	275.00	15,400.00
16-inch Prestressed Pile Extensions	180 lin.ft.	6.00	1,080.00
Class 'A' Concrete (95 cu.yd.)	All Required (2.3%)		7,774.00
2'x 40'-45' Prestressed Slabs	6 only	700.00	4,200.00
4'x 40'-45' Prestressed Slabs	54 "	800.00	43,200.00
Reinforcement (15,100 lbs.)	All Required (1.4%)		1,820.00
Metal Parapet Rail, Single Pipe	240 lin.ft.	7.00	1,680.00
		$	105,554.00
Subtotal		$	1,155,273.00
10% Engr & Cont			115,527.00
Total		$	1,270,800.00

63.54 MAY

Length of Grading	0.549 mile
" " Grade & Pave	0.910
" " Structures (2)	0.302
" " Project	1.761 miles
Cost of Grading Per Mile	$ 593,282.33
" " Grade & Pave Per Mile	$ 556,574.73

8b Retained in program Status

Signing	$800.00
10% Engr & Cont	80.00
Total	$ 880.00

8d Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grading only	$ 325,712.00	$ 205,200.00	$ 120,512.00
Grade and Pave	506,483.00	319,100.00	187,383.00
Structures (2)	1,270,800.00	800,600.00	470,200.00
Subtotal	$ 2,102,995.00	$ 1,324,900.00	$ 778,095.00
Retained in Program	880.00	550.00	330.00
	$ 2,103,875.00	$ 1,325,450.00	$ 778,425.00
	Summary of Federal Funds		
Rural Primary Funds	$ 1,817,766.00	$ 1,155,008.00	$ 662,758.00
Primary Funds	285,229.00	169,892.00	115,337.00
Retained in Program (Primary)	880.00	550.00	330.00
	$ 2,103,875.00	$ 1,325,450.00	$ 778,425.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
" 529, " 1939.
State Funds for Maint: " ", " ".

RECEIVED
MAY 20 1969
FOR FILING
F-RE-111(11)
7215

May 20, 1969

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7215 for grading, paving, and structures on the N. Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: The Aetna Casualty & Surety Company
Updegraff Insurance, Inc.
F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
Bobby Johnson

C

RECEIVED
MAY 13 1969
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RF-111(11)
7215

May 12, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Reconstruction of Private Crossing
Clyde L. Head property
R/W File 40286
North Fork-Coquille River (Myrtle Point Bridge) Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-RF-111(11)
Contract No. 7215
YOUR FILE: 323-3
0-0-68-14

Gentlemen:

The construction of the above captioned project requires the reconstruction of a private grade crossing across your tracks which serves the Clyde L. Head property at 1020 Crest Acre Road, Coquille. The existing private crossing of your tracks is located opposite Highway Station 386+20 and in order to construct the proposed highway, the existing crossing will be obliterated. It will be necessary to reconstruct the private crossing as a condition of our settlement with Mr. Head to cross your tracks approximately opposite Highway Station 380. This will necessitate the abandoning of the existing crossing permit your company issued to eitherR. O. Kirk or Ida Cusic, who were former owners of the property, and the granting of a new permit for the proposed crossing approximately 630 feet northerly of the existing crossing.

You will find enclosed two prints each of a map, profile and cross section showing the access road as proposed. It is called the "C" Line on the attached material.

This should provide you with the information required to prepare a permit for the proposed crossing. This permit should be issued to Clyde L. and Barbara J. Head, 1020 Crest Acre Road, Coquille, Oregon 97423. If further information is required we will be happy to supply it to you.

This contract was awarded to Roy L. Houck Sons' Corp., 1158 Chemeketa Street, N. E., Salem, Oregon, on May 5, 1969. The contract did not require the contractor to provide railroad protective insurance. Please advise if this must be supplied to allow construction of this private grade crossing.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure
cc: Southern Pacific - San Francisco

F. B. Klaboe
D. H. Moehring - w/attachments
C. T. Keasey
L. W. Riley "
Bobby Johnson " including all material sent w/your letter dated 4-24-69
J. E. Holcomb "

RECEIVED
MAY 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 - 1969
FOR FILE

F-RF-111(11)

7215

May 9, 1969

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

Gentlemen:

Enclosed are three copies of Contract No. 7215 for $1,905,497 awarded to you by the State Highway Commission on May 5, 1969. This contract is for grading, paving, and structures on the North Fork Coquille River (Myrtle Point) Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 21, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
Bobby Johnson
C. T. Keasey

RECEIVED
MAY 7 - 1969
FOR FILING

Thaddeus Bruno, Member
Portland

F-RF-111(11)
1315

May 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 5, 1969, is requested in the award of contract for the North Fork Coquille River (Myrtle Point) Br. Section, Project No. F-FR-111(11).

The contractor receiving the award is Roy L. Houck Sons' Corp., in the amount of $1,905,407.00, with Contract No. 7215 assigned. This bid was received on April 17, 1969 and awarded May 5, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads Endorsement
Date_______________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

RECEIVED
MAY 9 1969

E-RF-111(11)
72 15

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (o-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
2 May 1969
Serial 440

Mr. Ivan Merchant, Bridge Engineer
Oregon State Highway Department
Highways Building
Salem, Oregon 97310

Dear Mr. Merchant:

Enclosed please find an approval of plans and location of your proposed new bridge over the North Fork of the Coquille River.

It is requested you notify me when construction starts and when all work is completed. It is also requested you submit an affidavit-type statement on completion, certifying the bridge was constructed in accordance with the approved plans.

Navigation lights are not required on the bridge.

Sincerely yours,

VICTOR KOLL
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of Commander
Thirteenth Coast Guard District

ENC (1) Bridge Permit

RECEIVED
MAY 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to BPE 5/5/69
Via B.R. [illegible]

NOTED
TOM EDWARDS

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 5 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C.
20591

BRIDGE PERMIT
(80-69)

29 APR 1969

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled General Bridge Act of 1946, as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance, and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of said act as transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard in Title 49 Code of Federal Regulations, Part 1, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted plans and a map of location of a bridge to be constructed across the North Fork of the COQUILLE RIVER near Myrtle Point, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated 13 March 1969 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, and in any case not later than ninety days after the bridge has been opened to traffic.

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction, or maintenance of said bridge.

29 APR 1969

BRIDGE PERMIT: State of Oregon bridge across the North Fork of the Coquille
(80-69) River near Myrtle Point, Oregon

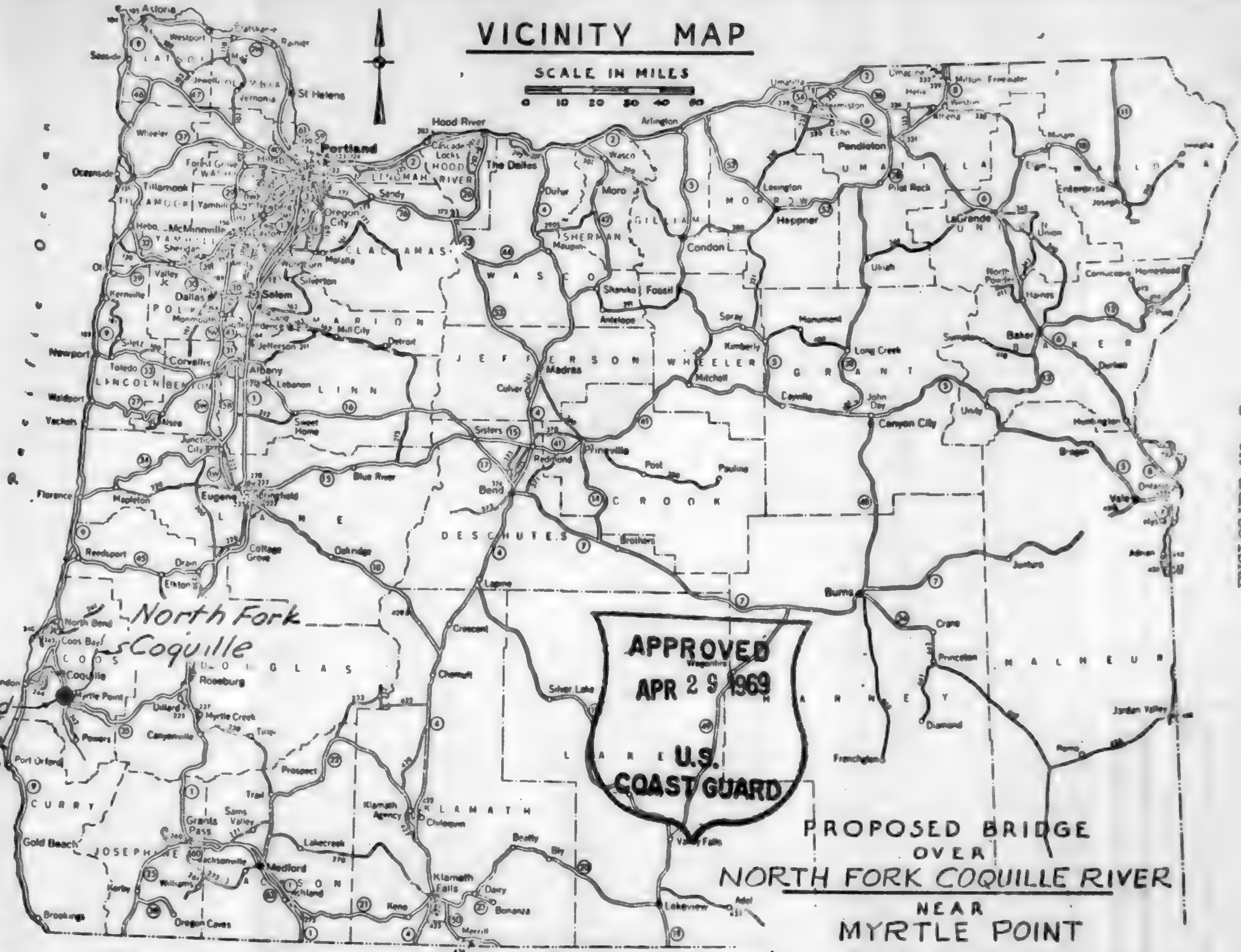
4. All parts of the existing State Highway 42 bridge structure, mile 0.2, as shown on sheets 2 and 3 (of 3) of the approved plans, shall be removed down to the natural bottom of the waterway and the waterway is to be cleared to the satisfaction of the Commander, Thirteenth Coast Guard District not later than ninety days after completion of the new State Highway 42 bridge, mile 0.2, or when said bridge has been opened to vehicular traffic, whichever occurs first.

5. The approval hereby granted shall cease and be null and void unless the actual construction of the bridge be commenced within 2 years and completed within 4 years of the date of this permit.

R. W. GOEHRING
Rear Admiral, U. S. Coast Guard
Chief, Office of Operations

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 5 - [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

VICINITY MAP



APPROVED
APR 29 1969
U.S.
COAST GUARD

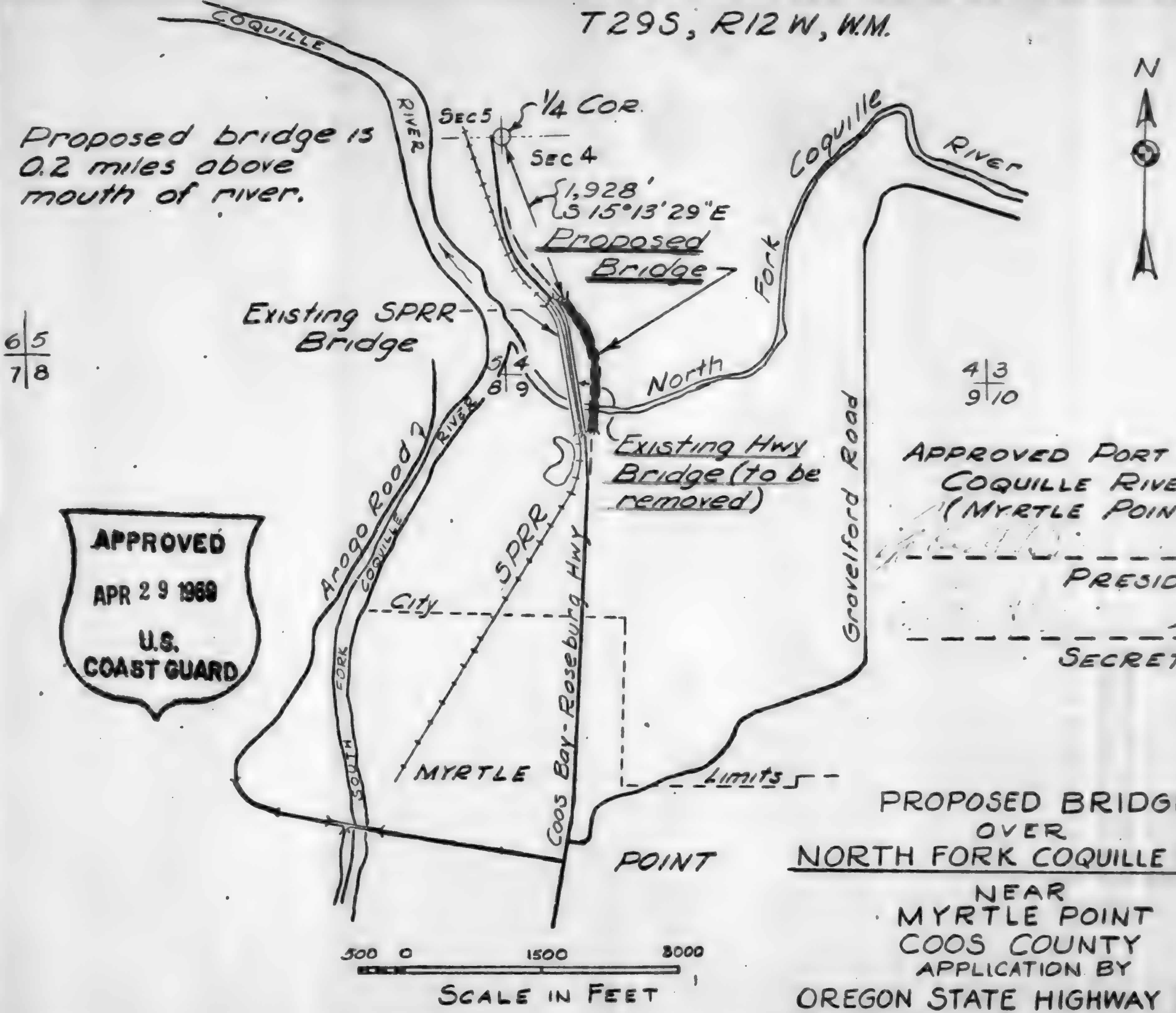
PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 13, 1969 SHEET 1 OF 3

APPROVED PORT OF COQUILLE RIVER (MYRTLE POINT)

BY: ____________ PRESIDENT

BY: ____________ SECRETARY

ENCLOSURE NO. 7



Proposed bridge is 0.2 miles above mouth of river.

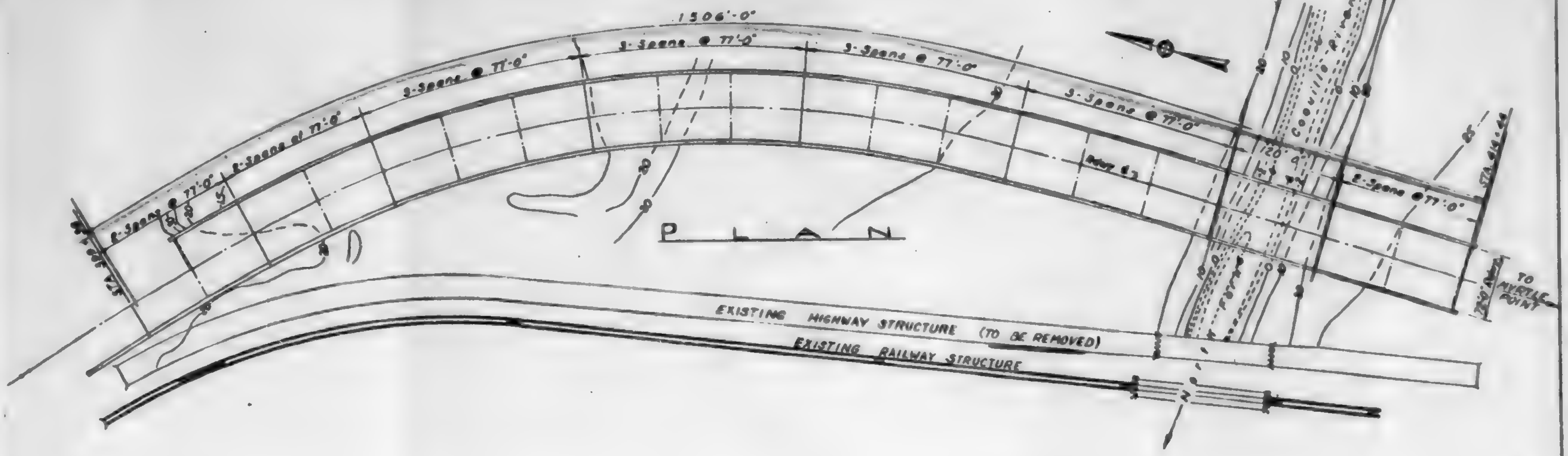
APPROVED
APR 29 1969
U.S.
COAST GUARD

APPROVED PORT OF
COQUILLE RIVER
(MYRTLE POINT)

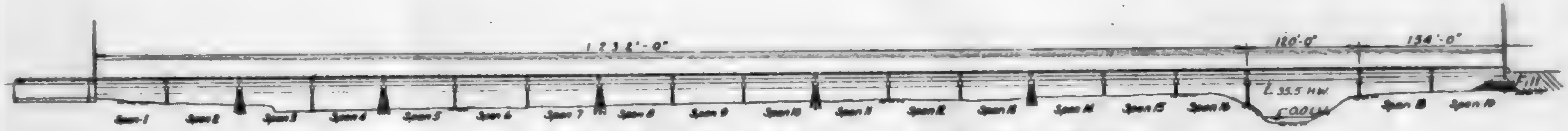
PRESIDENT

SECRETARY

PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DEPT.
MAR. 13, 1969 SHEET 2 OF 3

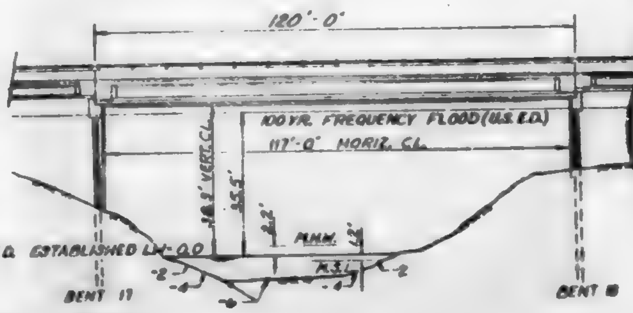


PLAN



DEVELOPED ELEVATION

Span 17



SPAN 17
CLEARANCE DIAGRAM

APPROVED
APR 29 1969
U.S.
COAST GUARD

SCALE IN FEET
0 100 200 300

PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT, OREGON
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DEPARTMENT
DRAWN: MAR. 13, 1969 SHEET 3 OF 3

Approved Port of Coquille River (Myrtle Point)

By: ________ President

By: ________ Secretary

APR 15 1969
FOR FILING

F-RF-111(11)

7215

April 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Oregon F-RF-111(11)
N. Fork Coquille River
Overflow Bridge
Coos Bay-Roseburg Hwy.
Coos County
Bridge No. 8512A

Dear Sir:

To supplement our presentation of facts during the meeting on March 26 with Messrs. Schell and Christianson of your office regarding the matter of bridge or culvert for the subject overflow structure, we are attaching a copy of our foundation report for this location.

You will note that the two test holes which were made at the site indicate a firm siltstone bedrock at about elevation -15, with six to ten feet of sand or sand and gravel overlying the siltstone and from 32 to 36 feet of soft clayey organic silt overlying the whole area. You will also note that the blow count varies from one blow for 15 inches to one blow for six inches until a depth of 36 feet has been arrived at. From that point to the bedrock, the blow count steadily increases to 40 blows for two inches penetration. The above would indicate a very low bearing power.

The use of a culvert, either pipe or box, would require piling in the foundation material. The addition of fill over the culvert would be difficult to counterbalance and stabilize. Should a metal culvert pipe be used, the pipe should be protected from sea water corrosion by asbestos bonding or other suitable protective materials.

Also, as we mentioned in our letter of March 20, it is not our desire to change the drainage pattern by reducing the overflow area.

We hope that this foundation material will be of some use in your documentation for your approval of the use of a structure instead of a pipe culvert at this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. E. Young

TCR:jr ja

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1969

SUBJECT: Overflow Structure
N. Fork Coquille River Br. Sec.
Br. No. 8512A-Coos County
Coos Bay-Roseburg Hwy.

To:

Memo to Files:

Two test holes were received today from the Division III Geologist, R. J. VanCleave, for the above named structure. These holes indicate firm siltstone bedrock at about elevation -15, with 6 to 10 feet of sand or sand and gravel overlying the siltstone, and 32 to 36 feet of soft clayey silt overlying the entire area.

Sixteen inch driven to 50 tons bearing should penetrate to about elevation -17 at all bents in this structure.

Marion Craft
Marion Craft
Foundation Engineer

MC:smd

Form E-28 (Rev. 8-66)

SP*F450

OREGON STATE HIGHWAY DEPARTMENT

BRIDGE FOUNDATION EXPLORATION LOG

Bridge No. 8512A * Bridge Location Overflow Structure (North Fork Coquille River)

Date 2-26-69, 196 * Highway Coos Bay-Roseburg County Coos

Prefix 6-1435-906 Exploration Equipment Used Longyear (53-893)

* Show Bridge No. and Date only on all holes after first.

Sta. 425+92 Lft. 36', C. L. Rt. Suf. Elev. 27.9 Hole No. 1 of 1 **

** Show total number of holes on last log.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER ~~FT.~~ *** inches	% CORE RECOV. SAMPLE
+27.9 0		0-8' Fill material in counterbalance consisting of sandstone boulders and cobbles mixed with soil.		
N#1 8-9½'		8-21½' Slightly plastic clayey silt which is brown in the upper portion, and grading into mottled grey and brown with depth. Grey coloration becomes predominant with depth.	2/6 3/6 3/6	1%
10 N#2 12-13½'			1/12 1/6	100%
N#3 16-17½'			1/6 2/6 2/6	100%
20 N#4 20-21½'		21½-29' Dark greenish blue organic silt with scattered small fragments of rotten vegatable matter and wood.	1/15 1/6	100%
N#5 24-25½'			1/8 1/5 3/6	100%
N#6 28-29½'		29-36' Mixed lenses of organic silt and fine-grained sand with sand becoming predominant with depth. Sand size below 33' becomes fine- to medium-grained.	1/6 2/6 4/6	100%
30 N#7 32-33½'			1/6 2/6 4/6	100%
N#8 36-37½'		36-38½' Coarse sand and pea gravel. 38½-42' 2"-0 gravels.	1/6 9/6 14/6	80%
40 N#9 40-41½'			16/6 32/6 33/6	10%
N#10 42'6"-42'8"		42-48'3" Siltstone bedrock. Material is somewhat weathered, but firm, to 47½' where it becomes relatively unweathered. 14.1	40/2	1%
Core 42½-43'				50%
N#11 48-48'3"			40/3	100%
SAMPLE Show Cumulative		WATER LEVEL at 9½' feet depth		

NOTE: Mail copies at **END OF HOLE.** Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: See attached sheet for information on hole depth and water level during removal of casing.

*** Use letters "N" and "M" for type of test.

"N"—Standard Split-Barrel Sampler Tests—No.

"M"—Oregon Miniature Pile Tests—No.

Driller Dale Tolle

Supervisor R. J. Van Cleeve

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

OREGON STATE HIGHWAY DEPARTMENT

DRILL HOLE LOG

Information only

PROJECT North Fork Coquille River Highway Coos Bay-Roseburg
L Sta 135+45 Left 70' C.L. Right Elevation 28.0' County Coos
Hole No. 1A Page 1 of 1 Equipment Longyear (43-893) Driller Dale Tolle
Logged by R.D. Halter Date 3-28-69

Depth	Test*	Percent Recovered	Penetration Test Blow Count Blows/no. inches Single number indicates N.		Moisture Content	Shear Strength (TSF)**
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13	▯	0	2/6 4/6			
14			4/6	8		
15						
16						
17	▯	75	2/6 2/6			
18			3/6	5	36.6	0.38
19						
20						
21	▯	75	2/6 3/6			
22			3/6	6	39.2	0.49
23						
24						
25	▯	100	2/8 2/5			
26			4/5	6	35.9	0.56
27						
28						
29	▯	100	2/6 4/6			
30			7/6	11	35.9	0.96
31						
32						
33	▯	90	4/6 11/6			
34			9/6	20	21.9	0.74
35						
36						
37	▯	trace	5/6 8/6			
38			8/6	16		
39						
40						
41	▯	70	20/6 16/6			
42			24/6	40		
43	▯	0	40/5			

Description of material and pertinent drill information

0-9' Fill material in counterbalance.

9-32' Plastic clayey silt. Gradational color changes with depth as follows:
9-15 -Brownish grey
15-19 -Blue grey mottled with orange brown
19-27 -Dark blue green
27-32 -Dark blackish grey mottled with orange spots
Material contains scattered small fragments of decayed wood and vegetable matter.

32-40½' Sand. Grades from clayey sand at top into cleaner fine- to medium-grained sands with size of sand increasing with depth into coarse sand and pea gravel.

40½-42' 2"-0 gravels.
42- Siltstone bedrock.

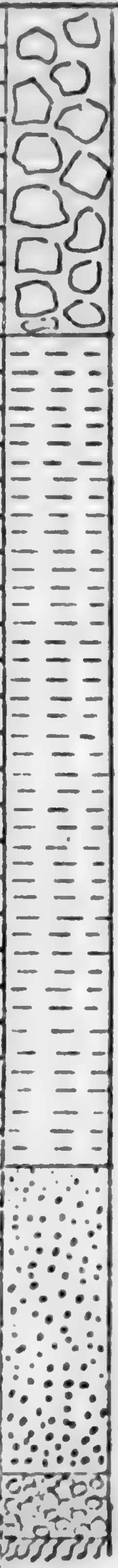
Hole depth & water level during casing removal

Casing Depth	Hole Depth	Water Level
42	42	8
40	40	8
36	39	7
32	38	6
16	38	7
12	35½	7
8	15	8
0	15	8½

NOTES:
• ▯ = Standard penetration test with split tube sampler (ASTM D-1586-63T). Driven by 140 lb.

Hole No. 1A Page 1 of 1 Equipment Longyear (53-893) Driller Dale Tolle
Logged by R.D. Holter Date 3-28-69

Depth	Test*	Percent Recovered	Penetration Test Blow Count Blows/no. inches Single number indicates N.		Moisture Content	Shear Strength (TSF) **
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13	▯	0	2/6 4/6			
14			4/6	8		
15						
16						
17	▯	75	2/6 2/6			
18			3/6	5	36.6	0.38
19						
20						
21	▯	75	2/6 3/6			
22			3/6	6	32.2	0.49
23						
24						
25	▯	100	2/8 2/5			
26			4/5	6	35.9	0.56
27						
28						
29	▯	100	2/6 4/6			
30			7/6	11	35.9	0.96
31						
32						
33	▯	90	4/6 11/6			
34			9/6	20	21.9	0.74
35						
36						
37	▯	trace	5/6 8/6			
38			8/6	16		
39						
40						
41	▯	70	20/6 16/6			
42			24/6	40		
43	▯	0	40/5			



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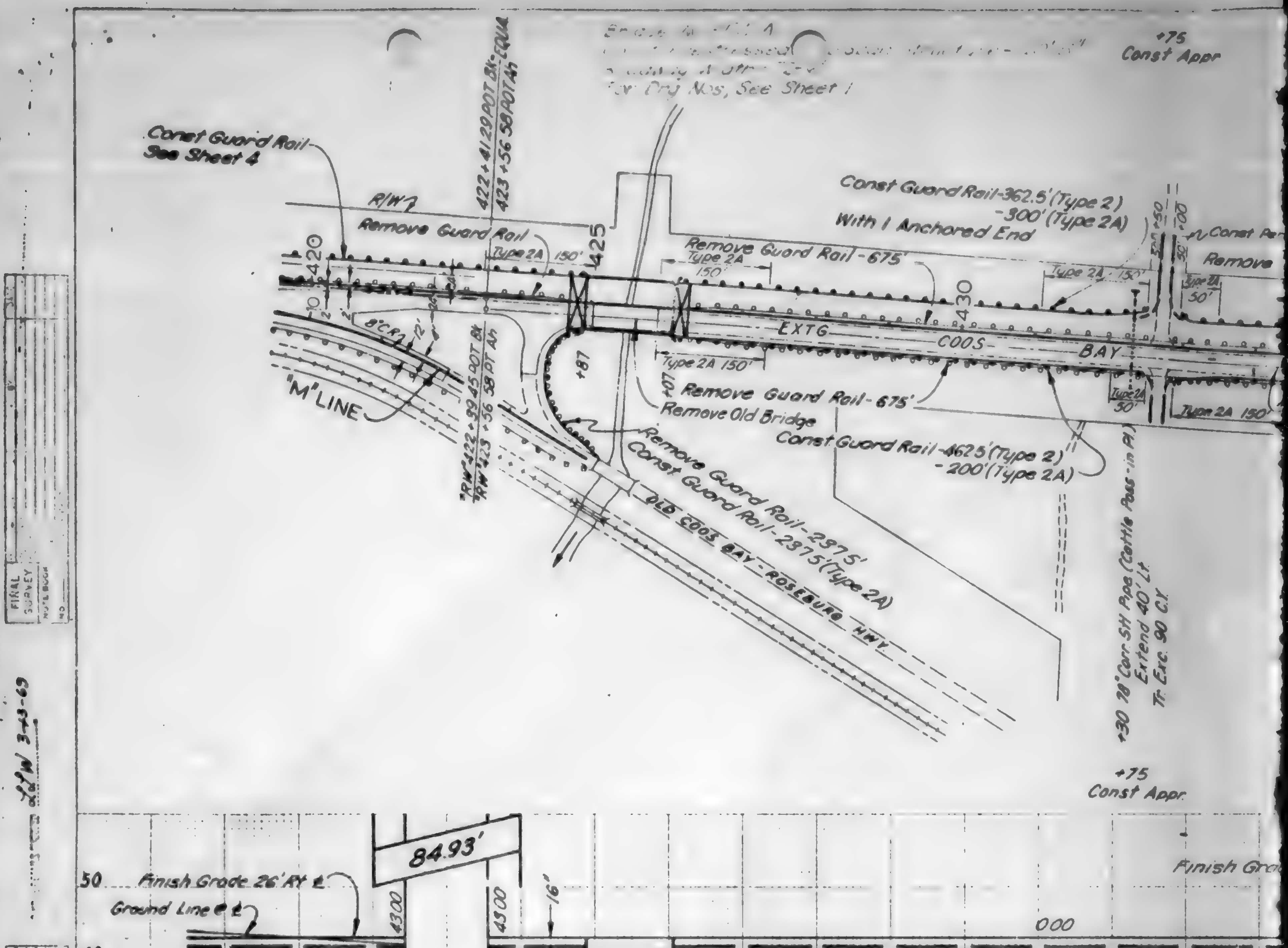
42	42	8
40	40	8
36	39	7
32	38	6
16	38	7
12	35½	7
8	15	8
0	15	8½

NOTES:

* ▯ = Standard penetration test with split tube sampler (ASTM D-1586-63T). Driven by 140 lb. hammer with 30" drop. "N" is penetration resistance in blows/foot.

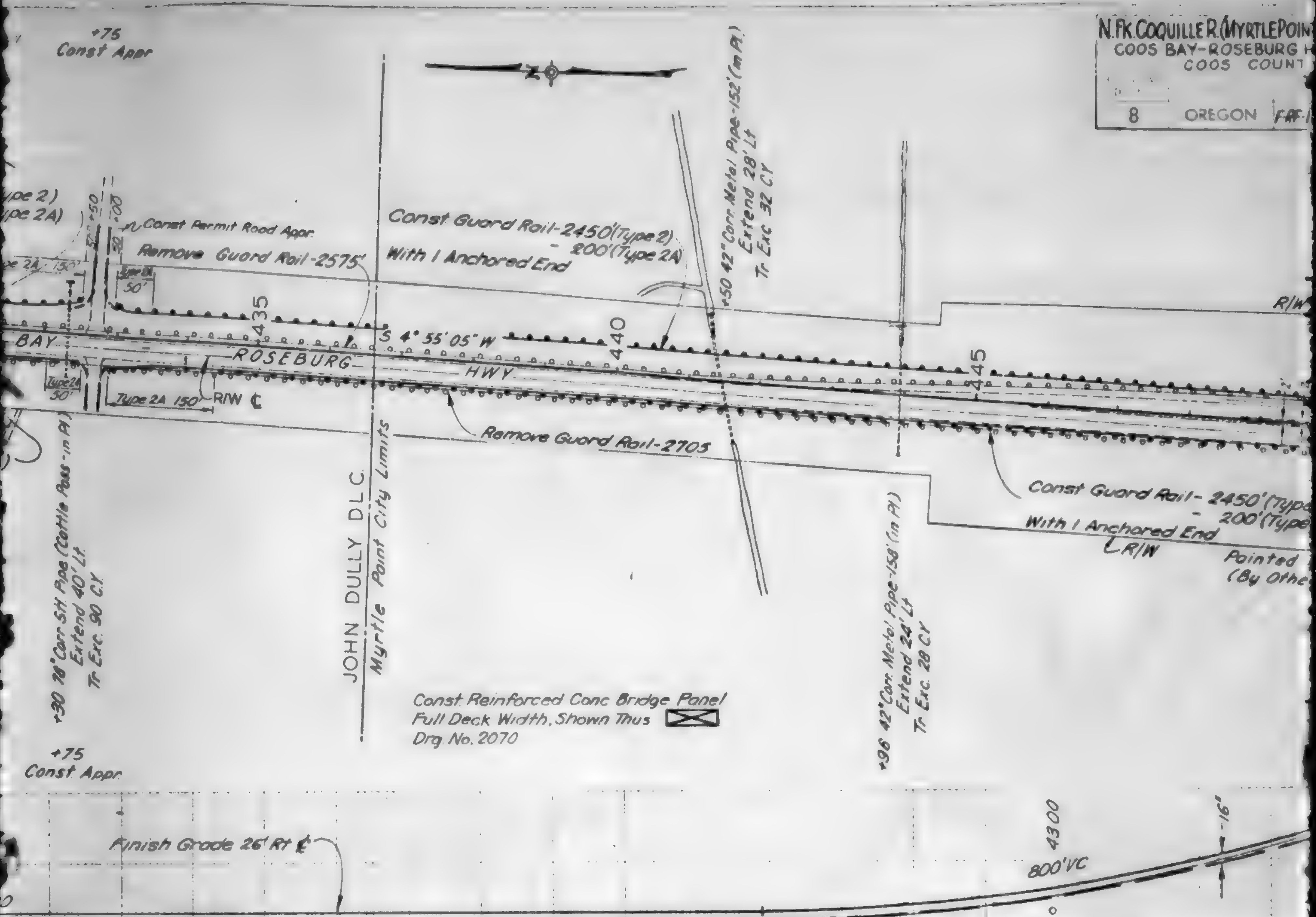
⧄ = Oregon miniature pile penetration test which is a Bridge Department test in gravels. Uses a 5' tapered steel pile tester driven by a 166 lb. hammer with a 72" drop.

☒ = Core Sample



* NUMBER OF BLOWS PER FOOT, UNLESS N
OTHERWISE, ON A 2" O. D. SPLIT TUBE SAM
PLER FROM A 140 POUND WEIGHT FALLING

N.FK.COQUILLE R.(MYRTLE POINT
COOS BAY-ROSEBURG H
COOS COUNT
8 OREGON F-RF-



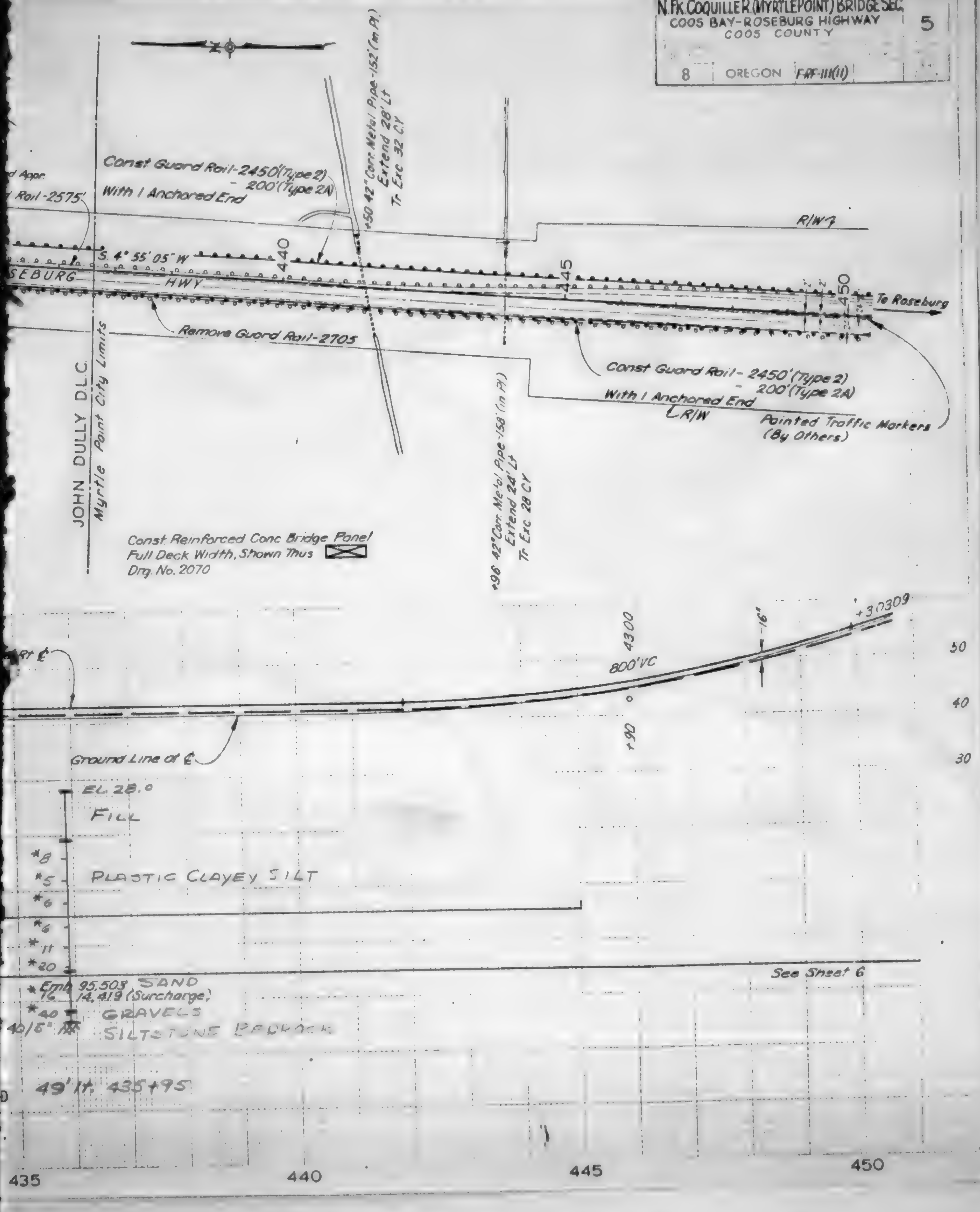
LOWS PER FOOT, UNLESS NOTED
A 2" O. D. SPLIT TUBE SAM-
0 POUND WEIGHT FALLING 30".

9V-357

N.Fk. COQUILLE R. (MYRTLE POINT) BRIDGE SEC.
COOS BAY-ROSEBURG HIGHWAY
COOS COUNTY

5

8 OREGON F-AF-111(11)


N
Const Guard Rail-2450'(Type 2) - 200'(Type 2A) With 1 Anchored End
d Appr.
Rail-2575'
+50 42" Corr. Metal Pipe-152' (in Pl) Extend 28' Lt Tr Exc 32 CY
R/W
S 4° 55' 05" W
440
445
450
SEBURG HWY
To Roseburg
Remove Guard Rail-2705
Const Guard Rail- 2450'(Type 2) - 200'(Type 2A) With 1 Anchored End
R/W
Painted Traffic Markers (By Others)
JOHN DULLY D.L.C.
Myrtle Point City Limits
+96 42" Corr. Metal Pipe-158' (in Pl) Extend 24' Lt Tr Exc 28 CY
Const. Reinforced Conc. Bridge Panel Full Deck Width, Shown Thus
Drg. No. 2070
Rt ℄
4300
+30309
16'
800' VC
+90
50
40
30
Ground Line at ℄
EL 28.0
FILL
*8
*5
*6
*6
*11
*20
PLASTIC CLAYEY SILT
*16
*40
40/6" R
Emb 95,508 SAND
14,419 (Surcharge)
GRAVELS
SILTSTONE BEDROCK
See Sheet 6
49' lt. 435+95
435
440
445
450

RECEIVED
APR 2 - 1969

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT, Chairman
McKEE A. SMITH, Vice Chairman
JOSEPH I. EOFF, Member

ROBERT W. SCHONING
State Fisheries Director

F-RF-111(11)
7215

March 28, 1969

NOTED
F.B. KLABOE

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Gentlemen:

We have reviewed the following projects transmitted by your March 7, 1969 letter and they are approved:

North Fork Coquille River (Myrtle Point) Bridge Section, Coos Bay-Roseburg Highway, Coos County

Lambert Bend Bridge Section, Greenacres Road, Yamhill and Marion Counties

After discussing these projects with Mr. Trout of your staff, we feel that the only fishery conflict that might occur is excessive siltation caused by the toe trench excavation.

We asked that the silt loads be held to a minimum.

Sincerely,

Burt Carnegie

BURT CARNEGIE
PROJECT ENGINEER

cc Oregon State Game Commission

cc's sent 4-1-69

F.B. Klaboe
F D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
R.D. Asburry (2)
C.T. Keasey (2)

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APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 8 - 1969

3-26-69

BUREAU OF PUBLIC ROADS

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	[illegible]-111(11)
SECTION:	NORTH FORK COQUILLE RIVER BRIDGE (MYRTLE Cr.)
WORK:	GRADING - PAVING STRUCTURES
COUNTY:	COOS

TO:
MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

F-RF-111(11)
7315

Klabor

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
MARCH 26, 1969	MARCH 26, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN AMOUNT OF $7,000.00

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S MARCH 24, 1969 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

THE REQUIRED PERMIT FROM THE U. S. COAST GUARD HAD NOT BEEN RECEIVED. OUR AUTHORIZATION IS THEREFORE GIVEN WITH THE CONDITION THAT THE PERMIT WILL BE OBTAINED PRIOR TO CONCURRENCE IN AWARD.

OUR AUTHORIZATION IS ALSO CONDITIONED ON YOUR OBTAINING RIGHT OF WAY PARCEL 40282 OR THE RIGHT OF ENTRY PRIOR TO OUR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOT
F. B. KL

4-7-69

Young w/enc.
By [illegible] State Hwy. Engr.

RECEIVED
APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
APRIL 4, 1969	R. E. Simpson R. E. SIMPSON	DIVISION ENGINEER

RM PR-4C
EV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

ly Transaction

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/26/69

BY (Signature): Mr. Young's March 17 letters

TITLE

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS Rural Primary

E 1*
NOS. ______ THRU ______

STAGE 2
ITEM NOS. 1(RF) and ~~and~~ 477(P)

PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
F-RF-111(11)	0.08	88,000	55,000	N. Fk. Coquille River (Myrtle Point)	G.P. Struc's(2)
RF-F-111(11)	1.66	1,817,800	1,155,008	" " " "	" "

(These are jointly financed projects)

3-26-69

ARKS (Division)

RECEIVED
APR 1 - 1969
FOR FILING

F-RF-111(11)
7215

NOTED
F. B. KLASSE

REFERRED TO
Young
BY ASST. [illegible]
3-28-69

RECOMMENDED
SIGNATURE AND TITLE

DATE: 3-26-69

APPROVED
SIGNATURE AND TITLE: G L Green
for R. E. Simpson, Division Engineer

gram approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the
of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15386-P66

RECEIVED
APR 1 - 1969

FOR Memorandum

F-RF-111(11)
7215

cc Edwards 3-28-69

U.S. DE[illegible] OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 26, 1969

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Barber Young
BY ASST. STATE HWY. ENGR

3-28-69

F.B. KLABOE

SUBJECT: Oregon F-RF-111(11)
North Fork Coquille River Bridge
Coos Bay - Roseburg Highway

Mr. Edwards' letter dated March 20, 1969 provided the additional information requested in our March 6, 1969 memorandum with the exception of the overflow structure. A meeting between Mr. Edwards of your office and Messrs. Schell and Christianson of our office was conducted on March 26, 1969 persuant to this item.

During this meeting additional information on the overflow structure was brought to our attention. In addition to prior local commitments favoring a bridge over a culvert, the area in question has a history of poor foundation conditions conducive to culvert failure and settlement. Structures mounted on pile foundations are not as susceptible to failure.

Mr. Edwards indicated that an investigation of prior local agreements and foundation conditions would be made in the final analysis of this matter.

In view of the new data presented, and confirming the statements made by our representatives at this meeting, we will concur in the final decision of the Highway Department regarding the overflow structure.

Based on the additional information presented by Mr. Edwards' March 20 letter and the results of the March 26 meeting, ~~we have~~ approved the PS&E documents for this project.

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1969
1859

E-R[illegible]
7215

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

March 25, 1969

cc's sent 3-27-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien (2)
R.D Asburry (2)
C.T. Keasey (2)
A.F. Parson (2)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plans for construction of the following projects, which were included with your letter of March 7, 1969.

1. Roberts Mountain Slide Section
   Pacific Highway, Douglas County
2. West Wyeth Weigh Station
   Columbia River Highway, Hood River County
3. N. Fk. Coquille River (Myrtle Point) Bridge Section
   Coos Bay-Roseburg Highway, Coos County
4. Hermiston-Meadow Valley Interchange Section
   FAS 911, Umatilla County
5. Lambert Bend Bridge Section
   Greenacres Road, Yamhill & Marion Counties

The only project which we feel may have some effect on wildlife resources would be the N. Fork Coquille River bridge section. If proper precautions are taken to insure that silt or other pollution does not enter the stream, this should not be damaging.

The projects are approved. Thank you for allowing us to comment.

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

JOHN W. McKEAN
DIRECTOR
by R. O. Koski
R. O. Koski
Chief of Liberations

ROK:js

RECEIVED
MAR 27 1969

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (o-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

F-RF-111(11)
1215

3271
24 March 1969
Serial 290

In reply refer to
Proposed Bridge by
Oregon State Highway Department
Across North Fork, Coquille River
Near Myrtle Point, Oregon

PUBLIC NOTICE NO. 69-9

BRIDGES

All interested parties are notified that an application dated 20 March 1969 has been received by the Commander, Thirteenth Coast Guard District, for approval of location and plans of a highway bridge over a navigable waterway, as follows:

WATERWAY AND LOCATION

North Fork, Coquille River near Myrtle Point, Oregon, at River Mile 0.2.

CHARACTER OF WORK

Construct a fixed highway bridge immediately upriver of the existing highway bridge. The proposed bridge will have an overall length of 1506 feet, consisting of 16 fixed spans of 77 feet on the north end spanning an overflow area; one fixed span of 120 feet (117 feet horizontal navigation clearance) over the normal river channel; and two fixed spans of 77 feet spanning a south shore overflow area. The span over the normal river will have a vertical clearance of 36.1 feet above MHW and 0.6 feet clearance above the 100-year frequency flood. The horizontal clearance will be normally limited by the stage of the river, the two piers of the principal span being outside the normal river channel.

The existing bridge, constructed in 1925, will be entirely removed. The navigation opening clearance on the principal span of the existing bridge is 115.4 feet horizontal between piers. The existing bridge has slightly less vertical clearance than the proposed bridge.

BASIS OF DECISION

The decision as to whether or not approval of the location and plans of the proposed bridge will be granted must rest primarily upon the effect of the bridge on navigation. However, other pertinent factors,

Copy - Merchant
3-28-69

such as wildlife and waterfowl refuges, public parks and historic sites, will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. Plans of the proposed bridge are attached.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, upon the suitability of the location and adequacy of the navigational clearance, giving sufficient detail to establish a clear understanding of reason for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attention: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, until 8 April 1969.

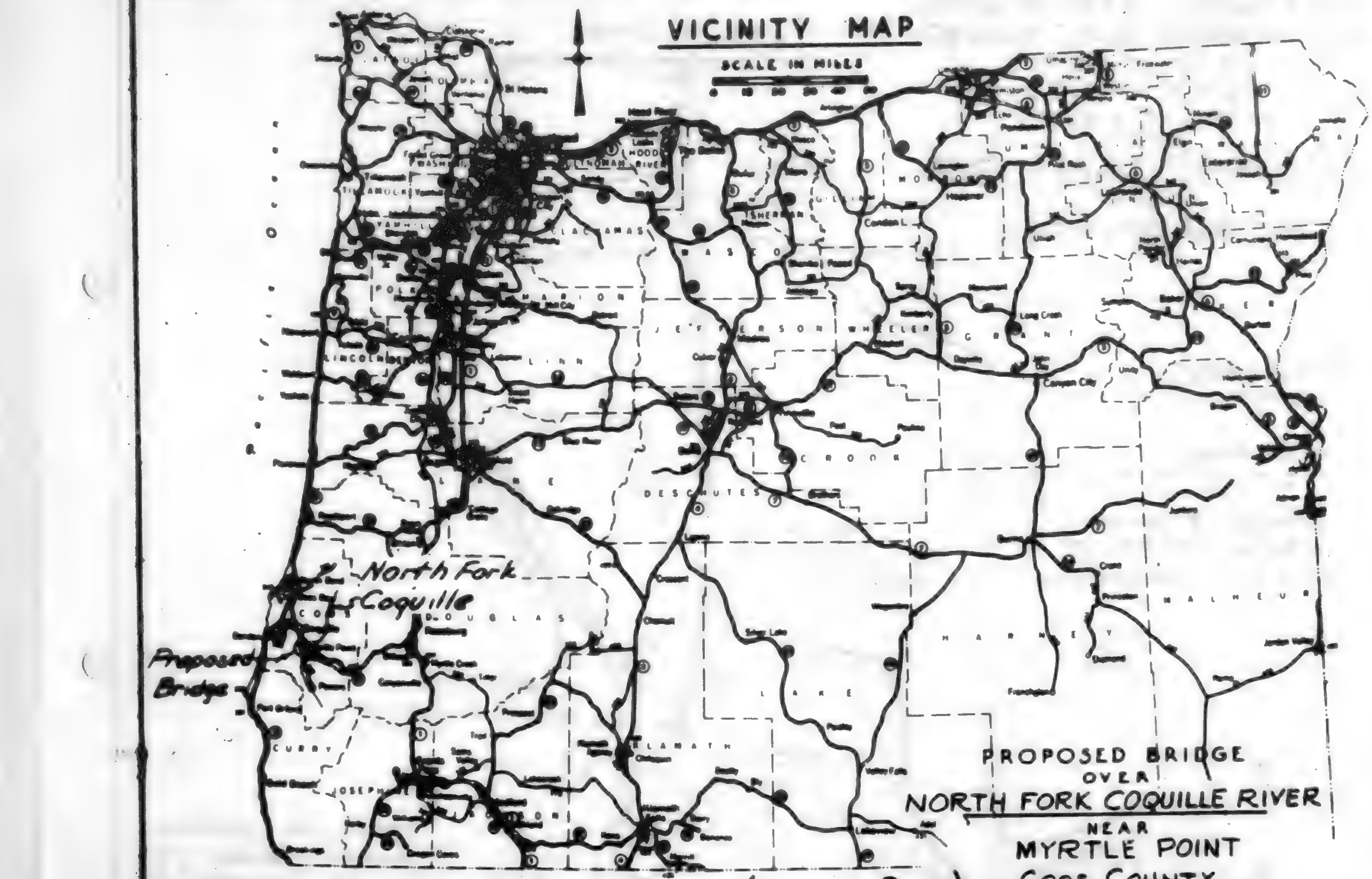
This Notice consists of two pages and three sheets of drawings printed on three sheets.

R. E. Emerson
R. E. EMERSON
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the Commander
Thirteenth Coast Guard District

Encl. (1) 3 sheets dwgs.

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VICINITY MAP

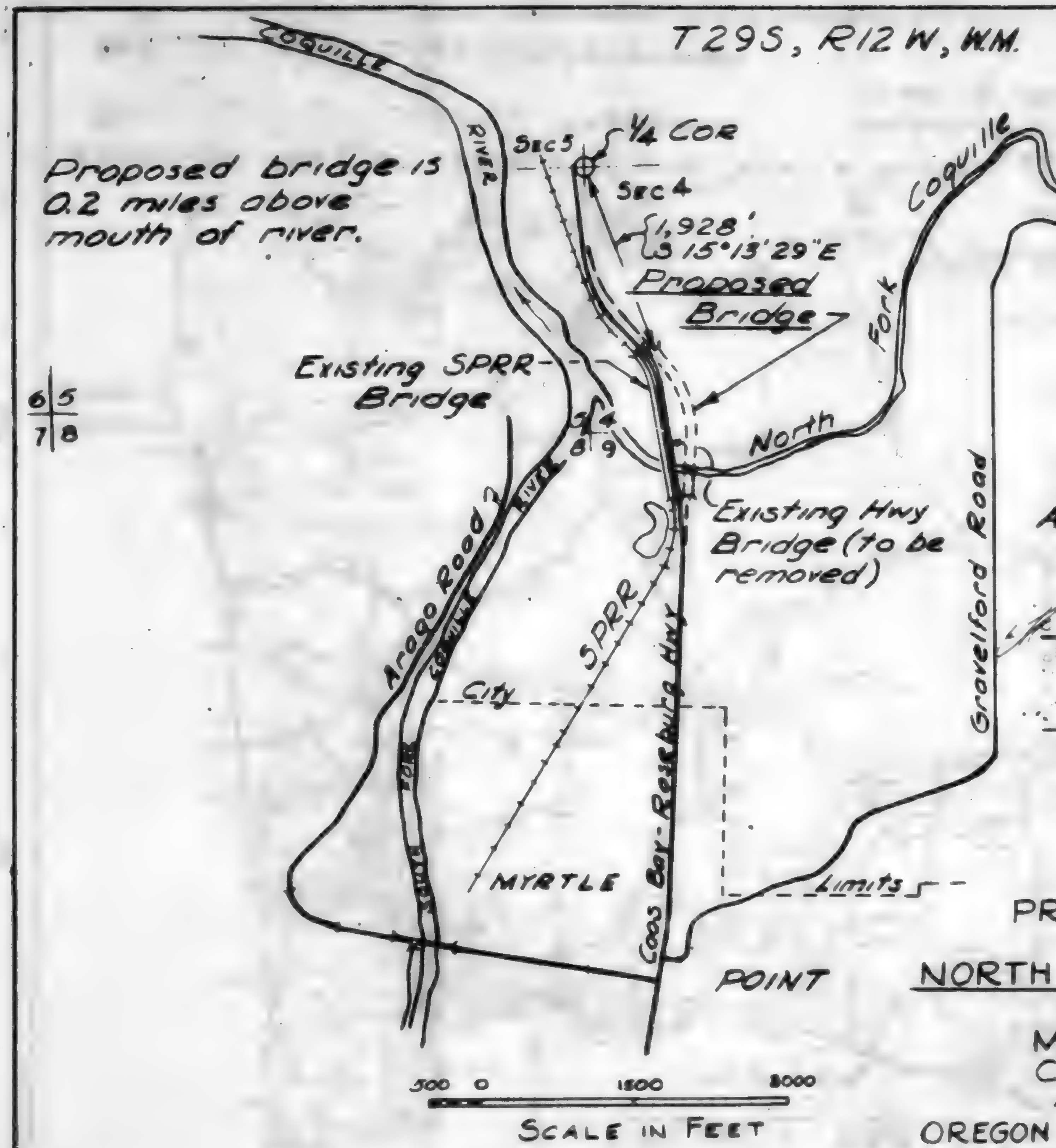


PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 13, 1969 SHEET 1 OF 3

APPROVED PORT OF COQUILLE RIVER (MYRTLE POINT)

BY ________ PRESIDENT

BY ________ SECRETARY

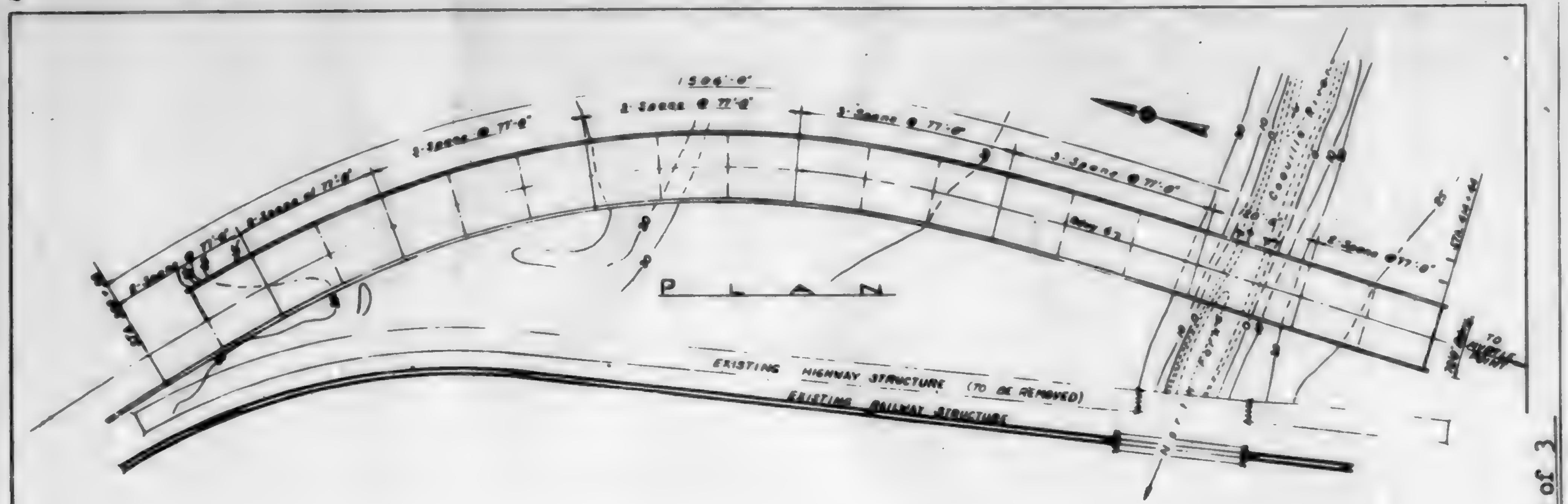


APPROVED PORT OF
COQUILLE RIVER
(MYRTLE POINT)

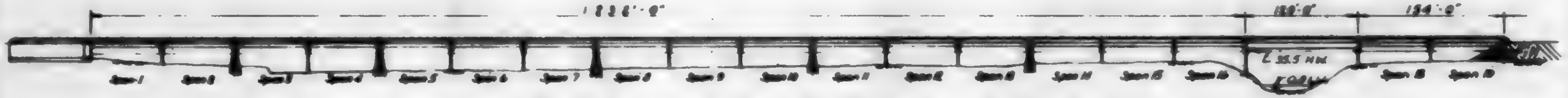
PRESIDENT

SECRETARY

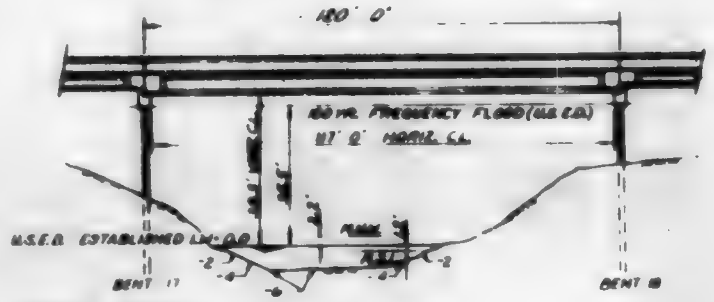
PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DEPT.
MAR. 13, 1969 SHEET 2 OF 3



PLAN



DEVELOPED ELEVATION


120'-0"
100 YR. FREQUENCY FLOOD (U.S.C.D.)
117'-0" HORIZ. C.L.
U.S.E.D. ESTABLISHED LW=0.0
-2
-4
-6
BENT 17
BENT 18

SPAN 17
CLEARANCE DIAGRAM

PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT, OREGON
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DEPARTMENT
DRAWN MAR.13, 1969 SHEET 3 OF 3

Approved Port of Coquille River (Myrtle Point)

By President

By Secretary

P

RECEIVED
MAR 24 1969
[illegible]

E-RF-111(11)
17215

March 20, 1969

7303

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35.6
N. Fork Coquille River Br.
Coos Bay-Roseburg Highway
Bridge No. 1056A

Dear Sir:

On February 26, preliminary plans for the replacement of the existing North Fork Coquille River Bridge were submitted to your office. Your review comments were received under date of March 6 and March 18. These review comments will be discussed in the same order that they were listed in your March 6 memorandum:

1. As designed, the bridge consists of prestressed concrete beam spans with continuous series for live load on long, prestressed concrete piling. Initially, a design to replace the original structure with precast concrete slabs was studied; however, due to the curvature and the varying superelevation in every span, this was not considered to be a practical type for the reconstruction. It is believed that the structural type proposed is the most satisfactory from all standpoints.

2. The proposed structure will replace a highway bridge constructed in 1924, which is parallel and immediately easterly from a railroad structure completed in 1923. The proposed replacement is approximately the same length as the existing railroad and highway structures.

Throughout, this portion of the flood plain consists of very soft alluvial material incapable of supporting any height of fill without considerable settlement. Also,

NOTED
TOM EDWARDS

this flood plain is subject to high water which floods the entire area to depths approximating 20 feet with a 100-year frequency flood (as determined by the U.S.E.D.) to elevation 36.7. To replace the existing 1,486-foot facility with shorter structures would require two separate spans on the order of 500 feet each in length, leaving approximately 500 feet of embankment section between them which would be subject to intolerable settlement.

Because of the foregoing conditions, the State proposes replacement to the same length as the present facility.

3. The function of the overflow structure is to maintain flood drainage and provide a channel for a small stream. The State proposes to replace this structure with one having the same or additional waterway. This same small stream channel has a bridge opening on both the railroad and the existing highway (which were constructed in 1923 and 1924, respectively). The State does not desire to be a party to changing the drainage pattern in this area in any way through the use of a culvert with a decreased waterway over that now existing. Our past experience in reducing overflow area has been poor. Generally, we become targets for lawsuits, etc.

4. The proposed structure is designed with a 72-foot roadway between curbs; this provides for four 12-foot running lanes, 10-foot shoulders on either side and a 4-foot median. This roadway is consistent with previously constructed sections of the Coos Bay-Roseburg Highway between Myrtle Point and Coquille. Future projected traffic on this highway does not warrant a wider median. If the need for a left-turn refuge develops in the future, it will be possible to provide a wider median by decreasing the shoulder widths.

Further, it should be pointed out that construction in this area is very difficult, as the wider roadbed section would of necessity have to extend into unstable cut sections because of the proximity of the railroad on the south side.

5. Please refer to Item 4 above. Again, it should be stated that if and when in the future left-turn refuges are required, they can be provided by decreasing the shoulder widths.

6. The State is in the process of submitting the reconstruction of this structure to the Coast Guard at this time. The State proposes to request immediate approval from the Coast Guard on the basis of Section 115.40 of the Coast Guard regulations, as the State believes that the permit issued in 1924 should be transferred to the subject structure which has no change in vertical or horizontal clearances from the present facility.

Enclosed herewith are two copies of a hydraulic report prepared about 1952. The results of this report would indicate that two structures on the order of 500 feet each in length would increase the velocity of flood discharges through the flood plain. This is an additional reason for replacing the facility in kind so that no change in the flood discharges would be assessed against the new structure.

Your March 18 letter contained one additional item concerning tapering traffic at the north end of the structure. We agree that this should be done and we will accomplish it during construction.

Very truly yours,

Forrest Cooper
State Highway Engineer
ORIGINAL SIGNED BY
By E. B. KLABOE for

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan D. Merchant
L. H. Young

IDM:jr/FBK:ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 18, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

by J Hebbell Klaber

SUBJECT: Oregon Project RF-111(11)
North Fork Coquille River (Myrtle Point) Bridge Section
Coos Bay - Roseburg Highway

Preliminary plans for the subject project as received by this office on March 3, 1969 have been reviewed. A plan-in-hand inspection was made on March 11, 1969 by Mr. Luckeroth, Assistant Bridge Engineer, BPR, Mr. Lenz, Hydraulics Engineer, OSHD, and Mr. Williams, Assistant Division Engineer, OSHD.

Previous correspondence from our office on this project has erroneously referred to Project F-29(--). We hope that this has not created a problem in your filing system.

We have recommended the program (Form PR-1) for approval subject to the following modifications:

1. Having reviewed the hydraulic data and topographic maps available in your Design Section, we do not think the structure at Station 425 is warranted. We recommend replacement of this structure with a culvert pipe. Based on the topography of the area we would favor a culvert not exceeding 12' in diameter or an arch of similar height. The 12' height would allow sufficient elevation to cope with all flood conditions and allow water to use all natural escape routes on both sides of the roadway before the drainage facility were fully utilized.

2. We do not favor the proposed plan for tapering traffic on the new bridge. It is our strong recommendation that the full width roadway be constructed between Station 396 and the end of the North Fork Bridge before beginning the taper back to two lanes. This would allow final and permanent connection to the County road at Station 399 and would allow for final stage drainage installations in this area. The entire structure could then be utilized for safer traffic movement.

copy - Merchant
Young

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

In addition to these items, your attention is directed to our letter dated March 6, 1969.

We are interested in your further review and consideration of these items prior to PS&E approval.

RECEIVED
MAR 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Edward

DATE: March 6, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 11 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

SUBJECT: Oregon Project F 29(-)
North Fork Coquille River Bridge
Coos Bay-Roseburg Highway
Preliminary Plans

We have made a brief review of the subject project and find several items that need further clarification and perhaps additional information. These items are listed below:

1. While the span arrangement appears to be satisfactory, we would appreciate receiving comments concerning alternate studies made, if any.

2. From the information furnished it is not clear how the bridge length was determined. Comments on waterway requirements, supporting capacity of the soil, etc. are requested.

3. It appears that the function of the overflow structure in this basin is to maintain flood drainage and provide a channel for a small stream. Have you considered eliminating this structure and replacing it with a suitable culvert and thereby forcing the flood drainage through the main bridge?

4. The proposed geometrics appear to be inconsistent in that ample width is provided for lanes and shoulders while the median is extremely narrow. We recommend that the median should be wide enough to permit installation of a barrier at some future time if such becomes desirable due to increased traffic and/or safety standards. If the 72-foot bridge width is the maximum that can be justified, we then recommend

Ivan
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(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

that some shoulder width be sacrificed in order to provide more space between the opposing traffic lanes.

5. We find intersecting roadways on either end of the roadway structure and that there is no provision for left-turn refuge. A wider median would certainly facilitate this maneuver. Perhaps some consideration should be given for replacement of a partial fill on the north end to assist in the correction of this roadway. This would reduce the waterway and create a foundation support problem and should be studied in depth before a decision is made.

6. Has the matter of building this structure over this navigable stream been cleared through the Coast Guard?

We expect to review the structure site next week and may have further comments after our review. Any additional information you can give us that might help us in this review would be greatly appreciated.

RECEIVED
MAR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COOS BAY - ROSEBURG HIGHWAY
NORTH FORK COQUILLE RIVER BRIDGE
(SITE) NEAR MYRTLE POINT

This bridge site is located 1200 ft upstream from the junction of the North and South Forks of the Coquille River and the highway here crosses the flood plain occupied jointly by these two branches. The bridge itself will span the North Fork.

From 1929 to 1946 the U.S. Geological Survey maintained a gaging station on the North Fork of the Coquille River about 3.7 miles upstream from the junction with the South Fork. ~~From 1929 to 1946~~. Outside of the period of record the stage of the major flood of 1909-1910 was determined at the time the station was established and stages of flood since the station was discontinued have been determined from high water marks

The U.S. Geological survey stream gaging station on the Middle Fork 4 miles south east of Myrtle Point was put into operation in 1930 and discontinue in 1946. Outside of the period of record the highest known stage was determined to have occured during the flood of October 1929. Flood stages occurring since the station was discontinued, have been determined from high water marks.

The longest record in the river basin is obtaine from the U.S. Geological Survey stream gaging stati on the south Fork of the Coquille River at Powers. This record begins in 1917 and the station is curren The highest known stage occurred during the flood of December 1945.

The design discharge used at the Highway 4 Bridge Site on the North Fork represents a 50-year flood.

Calculations pertaining to this bridge are summarized in the following table:

The U.S. Geological Survey stream gaging station on the Middle Fork 4 miles south east of Myrtle Point was put into operation in 1930 and discontinue in 1946. Outside of the period of record the highest known stage was determined to have occured during the flood of October 1929. Flood stages occurring since the station was discontinued, have been determined from high water marks.

The longest record in the river basin is obtaine from the U.S. Geological Survey stream gaging stati on the South Fork of the Coquille River at Powers. This record begins in 1917 and the station is curren The highest known stage occurred during the flood of December 1945.

The design discharge used at the Highway 42 Bridge Site on the North Fork represents a 50-year flood.

Calculations pertaining to this bridge are summarized in the following table:

Highway 42 Bridge

Effects of 36,000 cfs Design Flood at 36.5-foot stag

Length, ft	Length ft	Area Sq ft	Average Channel Velocity fps	Average Floodplain Velocity fps	Average Overflow Velocity fps	Backwa Head ft
No bridge	—	22,500	1.95	1.30	1.52	
500' main channel 520' overflow		15,000	2.68		2.08	0.05
400' main channel 420' overflow		12,400	3.29		2.42	0.1

Four-column bents could be used on the main channel crossing because the stream alignment is about at right angles to the bridge. For the overflow structure, however, single column piers are recommended because of the variable degree of skew which will be present, the structure being on a curve.

No consideration has been given to a structure south of the main channel at station 425+50, since a structure here would be outside of the gain force of flow of the North Fork.

The small structure at the latter location would handle local flow for minor floods and for major floods would act as an equalizer between the North and South Forks.

RECEIVED
MAR 21 1969

F-RF-111(11)
7215

March 20, 1969

Commander
13th Coast Guard District
618 Second Avenue
Seattle, Washington   98104

Attention: Commander Koll

Dear Sir:

Re: Navigation Permit
North Fork Coquille River
Bridge Reconstruction
Coos Bay-Roseburg Highway

On December 11, 1924, the Oregon State Highway Commission was granted a permit to construct a bridge across the North Fork of the Coquille River approximately 1¼ miles north of Myrtle Point, Oregon. The bridge was constructed in 1925 approximately 0.2 mile above the confluence of the North Fork Coquille River and the South Fork Coquille River. This bridge has now become obsolete and must be replaced with a modern structure.

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Commandant of the Coast Guard of plans for the reconstruction of the present bridge and to be constructed across the North Fork Coquille River immediately upstream from the existing bridge, utilizing State and Federal funds, as shown on the attached plans.

Legal authority for the structure is found in the General Bridge Act of 1946. Enclosed is a copy of the minutes of the Highway Commission meeting of November 12, 1968, authorizing this construction. The State is very anxious to proceed with the reconstruction of the existing bridge at the earliest possible time and in view of the following facts, the State requests a statement from the Coast Guard that a permit will be issued for the structure and the State will be permitted to proceed with construction.

1. The State holds a navigation permit for the existing structure across the North Fork Coquille River granted in 1924.
2. The proposed structure will provide the same vertical and horizontal clearances as the existing structure.
3. There is no evidence or history of recent navigation on the Little North Fork of the Coquille River.

May we please hear from you on this matter at the earliest possible time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

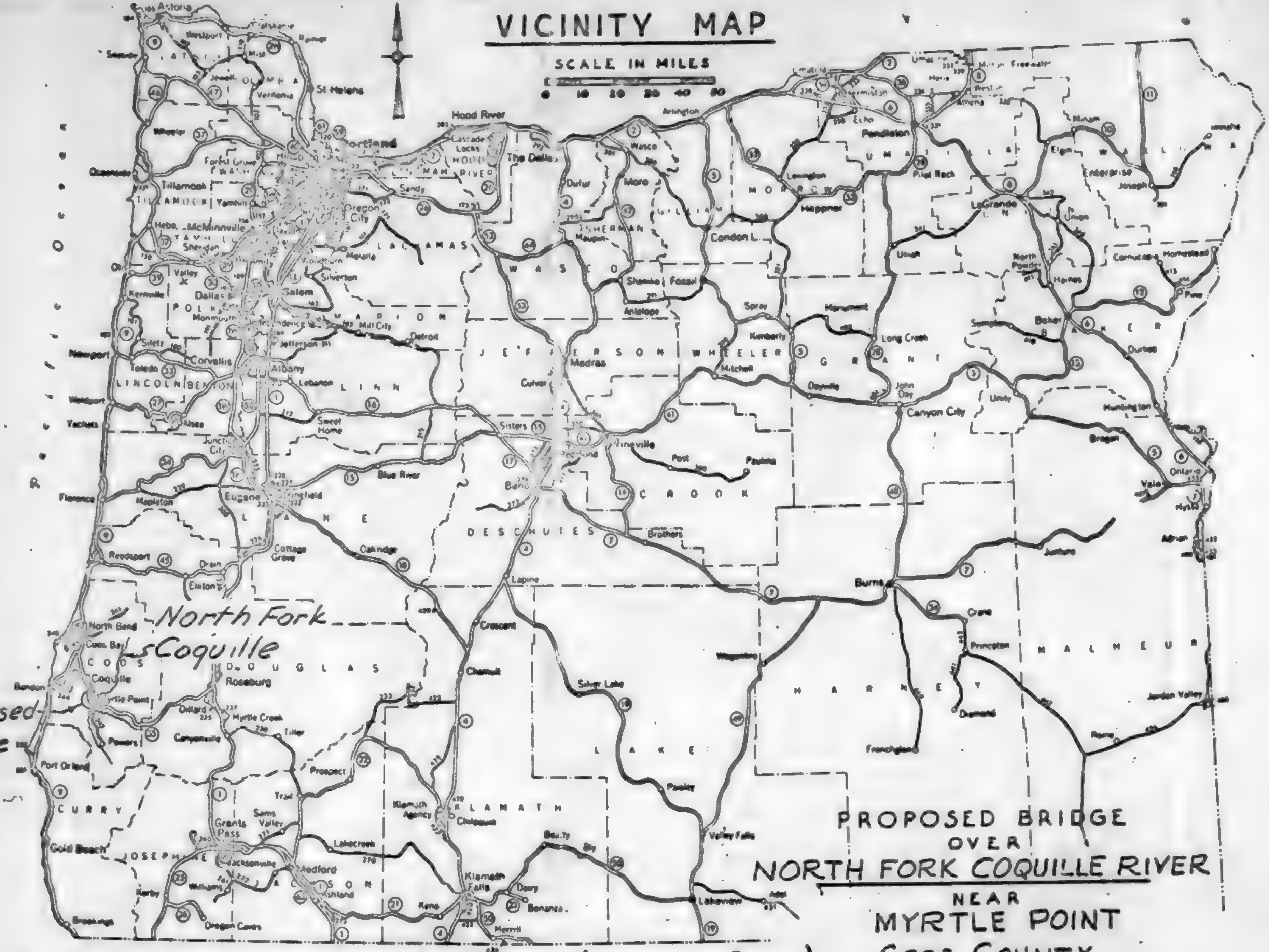
R. L. Porter
Deputy State Highway Engineer

Attachments:
3 transparencies and 4 sets of prints
4 copies of minute entry and certification

cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
I. D.Merchant

IDM:jf ms

VICINITY MAP

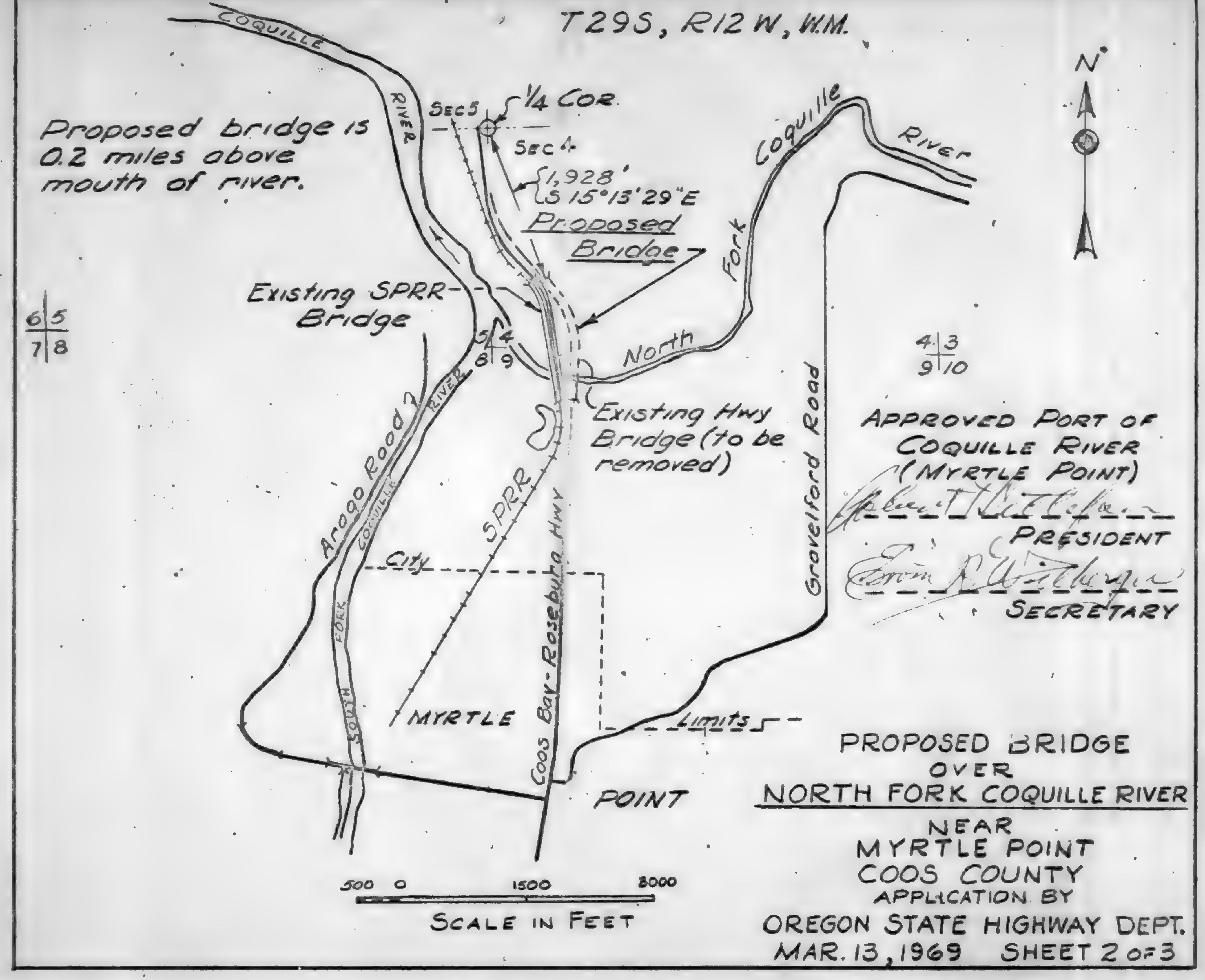


PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 13, 1969 SHEET 1 OF 3

APPROVED PORT OF COQUILLE RIVER (MYRTLE POINT)

BY: ________ PRESIDENT

BY: ________ SECRETARY

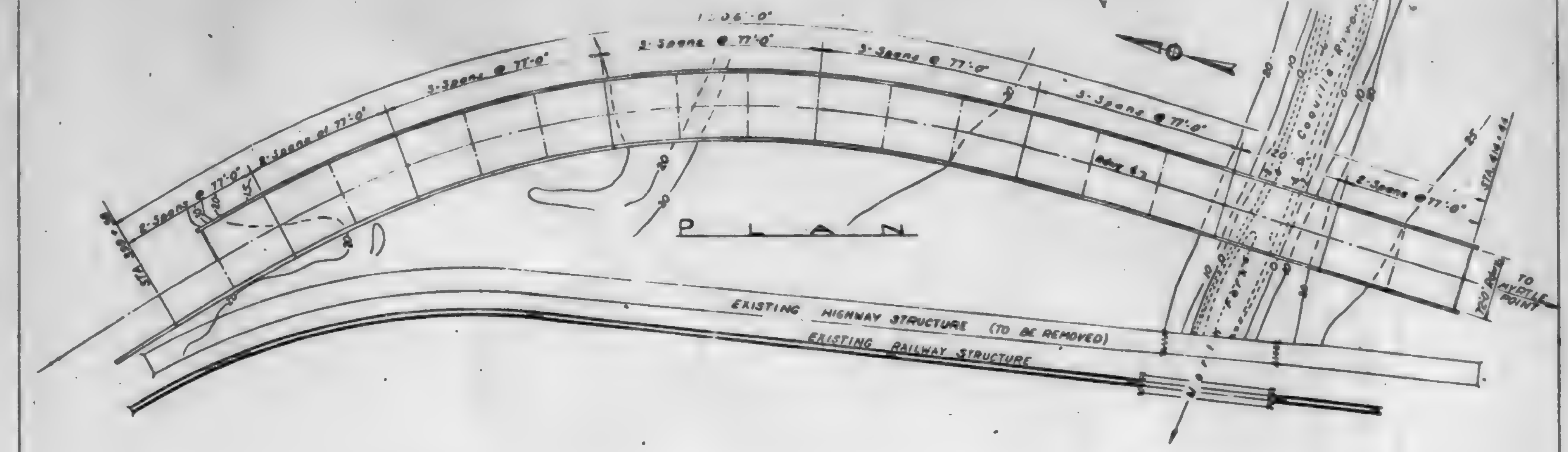


APPROVED PORT OF
COQUILLE RIVER
(MYRTLE POINT)

PRESIDENT

SECRETARY

PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DEPT.
MAR. 13, 1969 SHEET 2 OF 3



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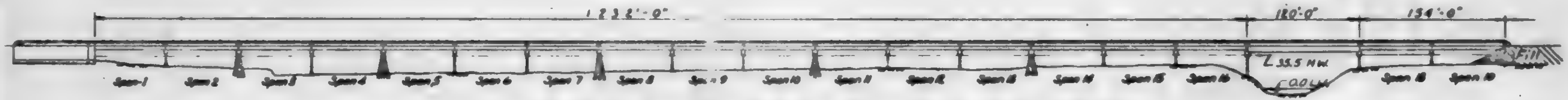
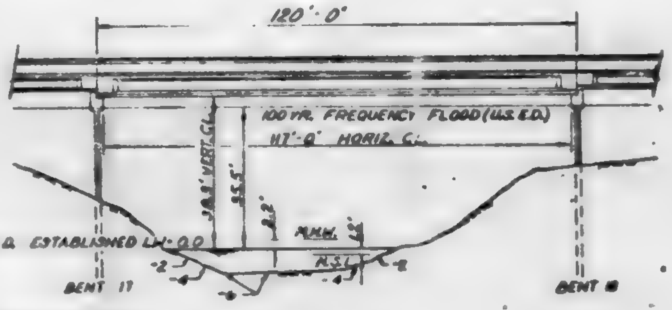


DEVELOPED ELEVATION



SPAN 17
CLEARANCE DIAGRAM

Approved Port of Coquille River (Myrtle Point)

By: PRESIDENT

By: SECRETARY

PROPOSED BRIDGE
OVER
NORTH FORK COQUILLE RIVER
NEAR
MYRTLE POINT, OREGON.
COOS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DEPARTMENT
DRAWN: MAR. 13, 1969 SHEET 3 OF 3

STATE OF OREGON)
) ss
)
COUNTY OF MARION)

I, Floyd Query, Secretary of the Oregon State Highway Commission, do hereby certify that the attached photocopy of the excerpt from the minutes of the meeting of the Oregon State Highway Commission of November 12, 1968, entered in Volume 53 of the minute book, adding a project to replace a narrow steel bridge over the North Fork of the Coquille River on the Coos Bay-Roseburg Highway on the Federal-aid Program XI, has been compared by me with the original and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 17th day of March, 1969.

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 17 PM
7,8,9,10,11,12,1,2,3,4,5,6

Salem, Oregon
November 12, 1968

The Oregon State Highway Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
Lloyd P. Shaw, Assistant State Highway Engineer
F. B. Klaboe, Assistant State Highway Engineer
George E. Rohde, Chief Counsel
David H. Moehring, Right of Way Engineer
Floyd Query, Secretary

Among others present were R. E. Simpson, Division Engineer, U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; Victor D. Wolfe, Administrative Assistant; L. H. Young, Program and Planning Engineer; C. H. Maison, Controller; Frank C. McKinney, Assistant Counsel; David Talbot, Parks Superintendent; John Oakes, Assistant Right of Way Engineer; Kenneth A. Chatwood, Administrative Right of Way Agent; R. B. Sipprell, Liaison Engineer; and John J. Earley, Information Officer.

* * * * * * *

A project was presented by the Engineer involving replacement of a narrow steel bridge over the North Fork of the Coquille River on the Coos Bay-Roseburg Highway just northerly from the city of Myrtle Point, Coos County. He commented that the structure was built in 1925 and is one of the more urgently needed projects in the improvement of this highway.

Cost of the project is estimated at $1,745,000 and he recommended that it be added to Federal-aid Program XI with bids to be received probably in the spring of 1969. The Commission approved the project.

MAR 21 1969

For File

Thaddeus Bruno, Member
Portland

F-RF-111(11)
7215

March 17, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one project, Item 477, Project F-RF-111(11), North Fork Coquille River (Myrtle Point) Bridge Section which we wish included in the Federal-Aid Primary Program.

Present plans are to advertise for bids to be received April 17, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 42 1.41 Mi. N. of Myrtle Pt. N. 0.08 Mi. 21 65	ADT	PRESENT 3,450	FUTURE 6,600 (66) (70)

YE 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Grade, Pave and Structures (2) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. P FEDERAL-A 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		SR 42 1.41 Mi. N. of Myrtle Point-N. 0.08 Mi.			
5					ROW		/N. Fk. Coquille River (Myrtle Point) Bridge Section/			
5					CONST (CODE)			(1.66) 0.08	(1,817,800) 88,000	(1,155,008) 55,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	(1.66) 0.08	(1,817,800) 88,000	(1,155,008) 55,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 3,450	FUTURE 6,600 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 477 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	14 F-RF- 23	7 111(11)	13	(24) (26)	27

COUNTY NAME Coos CODE 011 (14) (16)

ROUTE NO. P FEDERAL-AID 14 (32) STATE 35 (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
(1.66) 0.08	(1,817,800) 88,000	(1,155,008) 55,000	33,000	
(1.66) 0.08	(1,817,800) 88,000	(1,155,008) 55,000	33,000	
	(18) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Partial grading .62 mi. Grade and drain 4-12' lanes HT pave. with 10' shldrs. and 4' median. 2 Bridges, length 1,626'.

ROW-200' normal;
Access Control-Partial;
Parking Restrict.-None;
Utility Adjustment-Req. incl. prep. work.
Railroad - Protective service required.

REMARKS

This project is being jointly financed with Item No. 1, Project No. RF-F-111(11).
Additional data: Item No. DF-2, Project DF-111(4).

(OVER)

NORTH FORK COQUILLE RIVER (MYRTLE POINT) BRIDGE SECTION

Existing Facility

Roadway: Present roadway is 20', 24' and 48' in width; the 20' width portion is bituminous penetration constructed in 1930. The portion with 24' and 48' width is bituminous concrete pavement which was constructed in 1959 under Project No. DF-11(4). The shoulders are very substandard, about 2' in width. The longest structure to be replaced was built in 1925, has 72 short spans and one steel thru truss with 2" decking. Horizontal clearance 19'2", vertical clearance 14'11". The other structure to be replaced was built in 1958 and is a R.C.D.G. with 30' HC. Grade change and lengthening requires removal.

Adjacent Sections

North End: 20' bituminous penetration 2' shoulders.
South End: Connects to a city street section 52' in width.

Project Data

Partial grading on the north end for .62 mile; excavation in sufficient quantity to construct the embankment south of the structure. Grade and drain on existing alignment and construct four 12' lanes of high-type pavement with 10' shoulders and 4' median. Construct a trestle type structure 1,506' in length constructed from prestressed beams with concrete piling. Horizontal clearance 72'. The other structure 120' long will be constructed with prestressed beams, HC 72'. Railroad protective service may be required due to blasting near the tracks.

System Action, Railroads, Airport, Water Development - None involved.

Public Hearing - Hearing was held September 15, 1966 and considered adequate as per your memorandum of February 27, 1969.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state, but the State Highway Commission, as respects state highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

The Highway Commission has taken into consideration the information received at the public hearing as to the social, economic and environmental impact of the improvement.

RECEIVED
MAR 21 1969
FOR FILE

xxxxxxxxxxxxxxxxxxxx
xxxxxx

~~Thaddeus Bruno, Member~~
Portland

F-RF-111(11)
7215

March 17, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one project, Item No. 1, Project RF-F-111(11), North Fork Coquille River (Myrtle Point) Bridge Section, with which we wish to initiate the Federal-Aid Rural Primary Highway Program.

Present plans are to advertise for bids to be received April 17, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.		FEDERAL-AID P (PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 42 Myrtle Point N. 1.66 Mi. 21 65	**ADT**	PRESENT 3,450	FUTURE 6,600 (66) (70)	YEA 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, Pave & Structures (2) 28 62	NATL. FOREST --- (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME		
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AI 14	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 42 Myrtle Point N. 1.66 Mi.			
5					**ROW**		/N. Fk. Coquille River (Myrtle Point) Bridge Section/			
5					**CONST** (CODE)			(0.08) 1.66	(88,000) 1,817,800	(55,000) 1,155,008

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	(0.08) 1.66	(88,000) 1,817,800	(55,000) 1,155,008
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 3,450	FUTURE 6,600 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 073 (4) (9)	ITEM NO. 1 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF-F- 14 23	NUMBER 111(11) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

ry	COUNTY NAME Coos	CODE 011 (14) (16)	PROGRAM STAGE
	ROUTE NO. P	FEDERAL-AID 14 (32) STATE 35 (36) (37) U.S. (41)	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Partial grading .62 mi. Grade and drain 4-12' lanes HT pave. with 10' shldrs. & 4' median. 2 brs. length 1,626'. ROW-200' normal; Access Control-partial; Parking Restrictions-none; Utility Adjust.-Req. incl. prep. work. Railroad - Protective service required.
(0.08) 1.66	(88,000) 1,817,800	(55,000) 1,155,008	662,792		
(0.08) 1.66	(88,000) 1,817,800	(55,000) 1,155,008	662,792		
	(16) (23)	(24) (33)			

REMARKS
This project is being jointly financed with Item No. 477, Project No. F-RF-111(11).
Additional Data: Item No. DF-2, Project DF-111(4).

(OVER)

NORTH FORK COQUILLE RIVER (MYRTLE POINT) BRIDGE SECTION

Existing Facility

Roadway: Present roadway is 20', 24' and 48' in width; the 20' width portion is bituminous penetration constructed in 1930. The portion with 24' and 48' width is bituminous concrete pavement which was constructed in 1959 under Project No. DF-11(4). The shoulders are very substandard, about 2' in width. The longest structure to be replaced was built in 1925, has 72 short spans and one steel thru truss with 2" decking. Horizontal clearance 19'2", vertical clearance 14'11". The other structure to be replaced was built in 1958 and is a R.C.D.G. with 30' HC. Grade change and lengthening requires removal.

Adjacent Sections

North End: 20' bituminous penetration 2' shoulders.
South End: Connects to a city street section 52' in width.

Project Data

Partial grading on the north end for .62 mile; excavation in sufficient quantity to construct the embankment south of the structure. Grade and drain on existing alignment and construct four 12' lanes of high-type pavement with 10' shoulders and 4' median. Construct a trestle type structure 1,506' in length constructed from prestressed beams with concrete piling. Horizontal clearance 72'. The other structure 120' long will be constructed with prestressed beams, HC 72'. Railroad protective service may be required due to blasting near the tracks.

System Action, Railroads, Airport, Water Development - None involved.

Public Hearing - Hearing was held September 15, 1966 and considered adequate as per your memorandum of February 27, 1969.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state, but the State Highway Commission, as respects state highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

The Highway Commission has taken into consideration the information received at the public hearing as to the social, economic and environmental impact of the improvement.

9a

NOTED
H. S. COX

March 12, 1969
(date)

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway Coos Bay-Roseburg Highway #35

Section N. Fork Coquille River (Myrtle Point) Bridge: Grade, Pave, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

NOTED
MAINOR C. HOLMES

RECEIVED
MAR 19 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

MARCH 18th 1969
(date)

By Lonnie Van Elberg

By
Commissioner

By William Bradley
Commissioner

NOTED
P. D. A[illegible]

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

March 12, 1969
(date)

NOTED
H. S. COX

Mr. Ben E. Nichols
City Manager
City Hall
Myrtle Point, Oregon 97458

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway Coos Bay-Roseburg Highway

Section North Fork Coquille River (Myrtle Point) Bridge: Grade, Pave, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
MAINOR C. HOLMES

RECEIVED
MAR 17 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

3-14-69
(date)

By Ben E Nichols - Mgr.

By ______________________
Commissioner

By ______________________
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

[illegible]
MAR 6 - 1969
FOR FILING

~~Thaddeus Bruno, Member~~
Portland

F-RF-111(11)
7215

March 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one project, Item No. 1, Project RF-111(11), North Fork Coquille River (Myrtle Point) Bridge Section, with which we wish to initiate the Federal-Aid Rural Primary Highway Program.

Present plans are to advertise for bids to be received April 17, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROG
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 42 Myrtle Point N. 1.74 mi. 21 65	**ADT**	PRESENT 3,450	FUTURE 6,600 (66) (70)	YEAR 89 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, pave & structure 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Coos
	NAME OF URBAN AREA 17-31	ROUTE NO. P — FEDERAL - AID 1/

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)
5					**PE**		SR 42 Myrtle Point N. 1.74 mi.			
5					**ROW**		[N. Fk. Coquille River (Myrtle Point) Bridge Section]			
5					**CONST** (CODE)			1.74	1,745,000	1,100,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.74	1,745,000	1,100,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Additional

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 3,450	FUTURE 6,600 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 1 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) RF- 14 23	NUMBER 111 (11) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Coos	CODE 011 (14) (16)		PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 14 (32)	STATE 35 (36)	U.S. (37) (41)

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Partial Grading .62 mi. Grade & drain 4 - 12' lanes HT pave. with 10' shldrs. & 4' median. 1 bridge length 1,506'
1.74	1,745,000	1,100,000	645,000		ROW-200' normal; Access Control - partial. Parking restrict.-none Utility adjust. - req. incl. prep. work. Railroad - protective service required.
1.74	1,745,000	1,100,000	645,000		
	(16) (23)	(24) (33)			

REMARKS

Additional data: Item No. DF - 2, Project DF - 111 (4)

USCOMM DUSCOMM-DC 48908-P61

NORTH FORK COQUILLE RIVER (MYRTLE POINT) BRIDGE SECTION

PROJECT RF-111(11)

Existing Facility

Roadway: Present roadway is 20', 24' & 48' in width; the 20' width portion is bituminous penetration constructed in 1930. The portion with 24' and 48' width is bituminous concrete pavement which was constructed in 1959 under Project No. DF-11(4). The shoulders are very substandard, about 2' in width. The structure to be replaced was built in 1925, has 72 short spans and one steel thru truss with 2" decking. Horizontal clearance 19'2", vertical clearance 14'11".

Adjacent Sections

North End: 20' bituminous penetration 2' shoulders.
South End: Connects to a city street section 52' in width.

Project Data

Partial grading on the north end for .62 mile; excavation in sufficient quantity to construct the embankment south of the structure. Grade and drain on existing alignment and construct four 12' lanes of high-type pavement with 10' shoulders and 4' median. Construct a trestle type structure 1506' in length constructed from prestressed beams with concrete piling. Horizontal clearance 72'. Railroad protective service may be required due to blasting near the tracks.

System Action, Railroads, Airport, Water Development - None involved.

Public Hearing - None required as per your memorandum of February 27, 1969.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state, but the State Highway Commission, as respects state highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

The Highway Commission has taken into consideration the information received at the public hearing as to the social, economic and environmental impact of the improvement.

RECEIVED
FEB 28 1969
FOR FIL

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

E-RF-111(11)

7215

February 26, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Gentlemen:

Re: North Fork Coquille R.Br.
N. Fk. Coquille R.
(Myrtle Pt.) Br. Sec.
Coos Bay-Roseburg Hwy.
Coos County
Bridge No. 1056A

Enclosed herewith are five prints each of Drawings No. 22619 and 22823, the Vicinity Map and Plan and Elevation drawings respectively for the proposed crossing of the North Fork of the Coquille River on the Coos Bay-Roseburg Highway. Also enclosed are five prints of an unnumbered drawing showing the foundation data at the site together with one copy of the narrative report by the Foundation Engineer, Mr. Craft.

The proposed structure is on an improved alignment just upstream from the existing crossing of the North Fork. The existing structure consists of a 120 foot steel through truss span with timber pile trestle approach spans numbering 12 on the south and 61 on the north approach. The roadway width of the existing bridge is 19 feet.

As indicated on Drawing No. 22823 the proposed structure consists of a series of prestressed concrete beam spans supported on pile bents. The pile bents incorporate 16-inch prestressed concrete piles driven to a bearing of 100 tons per pile. The 72 foot roadway on the structure provides for four 12 foot lanes, a 4 foot median, and two 10 foot shoulders.

The North Fork of the Coquille River is a navigable stream for 2 miles above the mouth. This crossing lies within the navigable reach of the stream. The 120 foot span at Span 17 allows for navigation clearances equal to or greater than exist under the existing highway or railroad crossings.

The estimated cost of the proposed structure including an allowance for engineering and contingencies is $1,300,000.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:jf

cc: Tom Edwards ✓
C. H. Maison
L. H. Young

RECEIVED
FEB 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

N Fk Coquille Riv (Myrtle Pt) Bridge

Temp Con & Bridge (390— [illegible]) $1,597,[illegible]

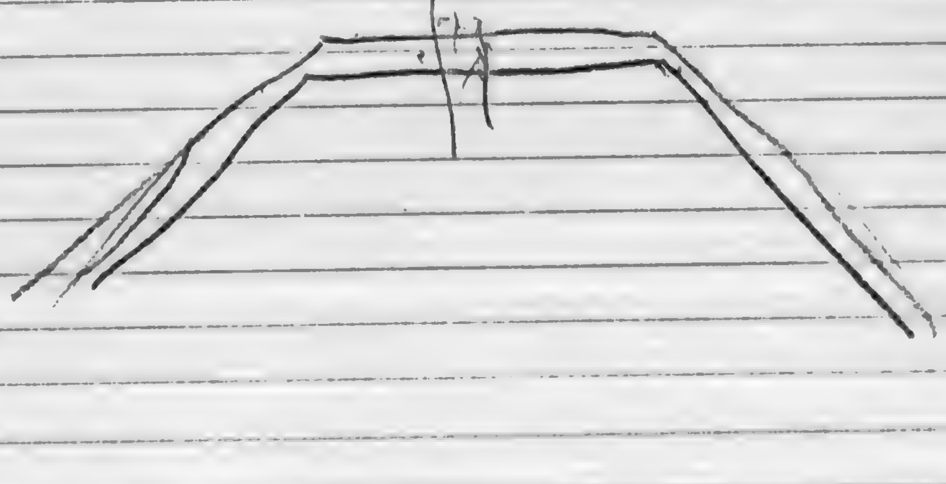
Extend [illegible] to [illegible] 4 lane ([illegible] — 450) $ 466,506
(Overlay exist [illegible])
(includes Paving & [illegible])

Extend [illegible] to Myrtle Pt (450 — [illegible]) $ 123,448
(Overlay exist 4 lane)

All the way

6" C.T.B.
4" A.C.

NOTED



Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

RECEIVED
FEB [illegible] 1969

E-RF-111 (11)

7215

February 5, 1969

323-3
0-0-68-14

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of January 14, regarding revised location of 18 inch culvert, North Fork-Coquille River (Myrtle Point) Bridge Section, Coos Bay-Roseburg Highway in Coos County.

We see no objection to your proposal and approve same on the condition that there is no additional encroachment on railroad property.

Yours truly,

AWKilborn

Copies to:
FB Klaboe
DJ Barber
CT Keasey
JE Holcomb

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Olson
Litchfield

RECEIVED
FEB [illegible] 1969
CONSTRUCTION
DIVISION

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FEB 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 15 1969
FOR F

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RE-111(11)

7215

January 14, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Revised Location of 18-inch Culvert
North Fork-Coquille River (Myrtle Point)
Bridge Section
Coos Bay-Roseburg Highway
Coos County
YOUR FILE: 323-3
O-O-68-14

Gentlemen:

This is in reply to your letter of December 30, 1968, in which you expressed concern over the proposed location of our 18-inch culvert at Highway Station 397+90 on the above-captioned project.

Attached you will find two (2) prints of Sheet No. 3 of the Revised Preliminary Plans dated January 14, 1969, on which the revision has been made as you requested. The 18-inch culvert proposed at Station 397+90 has been revised to cross the highway center line at Station 398+15 and aligned to discharge under the North end of your trestle.

If there are any other changes you wish made in these plans, please advise this office as soon as possible so that they may be incorporated in the final construction plans.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: Southern Pacific-San Francisco
F. B. Klaboe (w/copy of SP Letter)
C. T. Keasey "
J. E. Holcomb "
D. J. Barbee "

RECEIVED
JAN 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

December 30, 1968

323-3
0-0-68-14

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter December 20, 1968 regarding preliminary plans for North Fork-Coquille River(Myrtle Point Bridge Section) Coos Bay-Roseburg Highway, Coos County.

The preliminary plans submitted with your letter indicate the proposed 18" culverts at highway stations 394+00 and 397+90 will discharge toward our tracks. The proposed culvert at highway station 394+00 will apparently discharge into railroad's 1'x2'x24' box culvert at MP 793.33, Engineer Station 1289+50, which should not create any problems. The proposed culvert at 397+90 will discharge into railroad fill not presently protected by any culverts. Since the end of our trestle approach to the North Fork of the Coquille River is only a short distance from this proposed culvert, would recommend either relocating your culvert or carrying the discharge so as to pass beneath the existing trestle.

Please give this further study and advise this office your final recommendations.

Yours truly,

AWKilborn

cc: Mr. T. H. Kruttschnitt, Jr.
Southern Pacific Company
San Francisco

COPY TO DJ BARBEE

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
JAN 2 1969
CONSTRUCTION
DIVISION

Pease E
Swan
Glenn
/ Litchfield
Gallagher
Stein

RECEIVED
OCT 22 1968
FOR [illegible]

F-RF-111(11)

7215

October 18, 1968

Oregon State Highway Commission

Gentlemen:

For several years we have been working our way southerly of Rink Creek toward Myrtle Point on the Coos Bay-Roseburg Highway. One of the more urgent and probably most costly units of this section is the structure and its approaches over the North Fork of the Coquille River just northerly of Myrtle Point.

The proposed project will involve the replacement of the existing narrow steel truss structure built in 1925, with a realigned, four-lane structure and minimal approaches. The estimated cost for this project is $1,743,000.

I recommend this project and request your approval for its addition to the Federal Aid Program XI, with a letting anticipated in the spring of 1969.

This matter will be presented for your consideration and approval at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

BG:jp lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
C. T. Kessey

I-5-2(29) Roberts Mountian Slide Section 1969
116 Pacific Highway, S. of Roseburg
#7216 (Grading & paving)

RECEIVED

I-5-2(27)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 28, 1970

SUBJECT: Cabin Creek Safety Rest Area
Pacific Highway
Contract No. 7280
Engineering Costs

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

Herewith attached is a breakdown of the engineering charges on the subject project.

In order to better analyze the engineering costs for the Cabin Creek Safety Rest Area Project I submit the following pertinent information:

At the time Cabin Creek was awarded (7/3/69) this engineering crew consisted of 4 men, one HE IV, Two HE I, one E.A. The monthly expenditures for this crew, including office rent, utilities, equipment rental, salaries, materials and supplies amounted to approximately $4,800.00

The Cabin Creek project had a calendar workday allowance of 60 days. On September 23, 1969 these 60 days expired. At that time our engineering expenditures were $6,025.00. The original engineering authorization was $6,768.84. Cabin Creek project was completed March 31, 1970, approximately 9 months from the date of award.

During these 9 months our normal engineering costs based on the above $4,800.00/month would be $43,200. Our actual engineering costs for the 9 months 7/1/69 through 3/31/70 amounted to approximately $36,805., or some $6,400. less than our normal 9 months operating costs. The loaning of men to other crews plus some charges to vacation and sick leave accounts for the difference.

Following is a breakdown of our engineering costs for the period 7/1/69 - 3/31/70:

Roberts Mtn. Slide, Cont. 7216	$7,460.
Prospect Rock Production Cont. 7267	2,005.
Cabin Creek Safety Rest Area Cont. 7280	18,140.
N. & S. Canyonville & West Fork Interchange Cont. 7302	9,200.
Total	$36,805.

These costs are our field engineering costs and include laboratory charges. Mr. Johnson's letter of 7/23/70 indicates the final engineering cost of $21,187.36. Our field records show $18,315.92. I cannot account for the difference.

Several factors are involved in causing the engineering overrun. The primary cause in this case is the overrun of the contract time. In order to document the project an inspector has to be present at all times the contractor is working.

The Cabin Creek contractor averaged less than 3 men per day on this project, many days only one would appear. On numerous occasions the contractor wouldn't show up at all, at other times he would give notice that he would not work a given day and then change his mind without notification to us. He worked on Saturdays and late in the evenings without notification. Despite my admonitions against such practises, he persisted in not always informing me of his intentions. In self-defense an inspector had to be present at all times.

The documenting and procurement of materials certifications, written prior approval requests, etc., all are time consuming and costly. On the Cabin Creek job, the above was very much moreso because of the contractors procrastination and unwillingness to cooperate.

While we had a man on loan a good portion of the aforementioned 9 months period, we still had to borrow a survey party at various times. We couldn't have done the work with less personnel, and yet we couldn't have had much more work with the personnel we had, one res. engr., one officeman, one inspector for each job.

It all boils down to a fixed engineering cost versus so much money allowed for so much work available. Had the Cabin Creek job taken the allowed 60 days our engineering costs would have been very close to the authorization. Our costs for the first 60 days of this project was right at $3,000./month. Using our final field amount of $18,316., the final 7 months engineering costs was at the rate of $2,200./month.

Also attached is a copy of a previous report covering the same subject.

J. R. Hagedorn
J. R. Hagedorn
Resident Engineer

RECEIVED
NOV 24 1969
FOR FILING

I-5-2(29)116
7216

November 21, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 5, 1969, on Contract No. 7216. The contract was with Roseburg Paving, Inc., and was for grading and paving on the Roberts Mountain Slide Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 21, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

RECEIVED
NOV 21 1969
FOR FILING

I-5-2(29)116

7216

November 21, 1969

Fidelity and Deposit Co. of Maryland
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7216 awarded to Roseburg Paving, Inc., for grading and paving the Roberts Mountain Slide Section of the Pacific Highway in Douglas County was completed on September 5, 1969, and accepted by the Highway Commission on November 21, 1969.

Final payment in the amount of $2,703.25 will be released to the contractor after December 1, 1969. The total contract amount is $45,324.21 including $388.52 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Fidelity and Deposit Co. of Maryland
Baltimore 3
Maryland

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Keasey

I-5-2(29)116
7216

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Roberts Mtn. Slide

WEEK ENDING: Oct. 17, 1969

SECTION PREFIX: 610-1029

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Roberts Mtn. Slide

KIND OF WORK: Grading & Paving

CONTRACTOR: Roseburg Paving, Inc.

CONTRACT NUMBER: 7216

FEDERAL AID PROJECT NUMBER: I-5-2(29)116

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: July 22, 1969

ESTIMATED COMPLETION DATE: Sept. 5, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 60

CALENDAR DAYS USED 101

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 168

PROJECT AUTHORIZATION: $ 64,995.92

EXCLUSIVE OF ENGINEERING: $ 59,319.42

ENGINEERING AUTHORIZATION $ 5,676.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 47,987.50

ENGINEERING COST TO DATE $ 11,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: UNDERRUN 19 %

PERCENT OF AUTHORIZATION 203 %

DATE PROJECT WAS COMPLETED: Sept. 5, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.34	0.34			0.34
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.34	0.34			0.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)	380	1,320			3,000
TOTAL QUANTITIES CORRECTED TO DATE	267	1,817			2,340
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	267	1,817			2,340
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 13	Fair			
TUESDAY 14	Fair			
WEDNESDAY 15	Showers			
THURSDAY 16	Showers			
FRIDAY 17	Cloudy			
SATURDAY				

Routing
Morgan
Decker
Bond JB
Walker W
Boenme
Johnsen

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final was submitted Oct. 17, 1969

SIGNED Hagedorn LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 17 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I 5-2129) 116
7216

October 16, 1969

Vern Hoaglin Construction Co., Inc.
P. O. Box 187
Cornelius, Oregon 97113

RE: Roberts Mountain Slide
Contract No. 7216

Gentlemen:

We have considered your September 16 letter regarding guardrail work on this project. Any formal claim under the contract must be presented by the prime contractor if it is to be properly considered. Timely notice is also required. However, we have investigated your claim and offer the following constructive comments:

Both the contractor and our project personnel must be guided by the contract plans and specifications. You will note from Section 3-3 of the Standard Specifications that the contractor is expected to further inform himself of the character of the wo rk involved including a careful examination of the location.

Sheet 2 of the plans shows typical section existing surfacing depth of 7 inches (4 inches A. C. plus 3 inches bituminous base) bituminous plus 2 inches more to be added on top before median posts can be installed. The very fact that this was in a slide area would indicate a likelihood of some previous patching in addition.

The contractor had the option of salvaging the existing rail or using new materials and the bid items include one for painting rail. Standard Specification 731-3.6, Painting, is applicable except for the changes made in Section (c) by the special provision on Page 15 which you cite. The condition of the paint on the existing rail was admittedly very poor and is obviously so on adjacent rail beyond the contract limits now, but we believe our people were merely seeking a clean surface in proper condition to receive the paint as specified. The choice of methods and materials to achieve this was yours.

The plans call for two terminal anchors. We are advised that the one to which you apparently refer was placed about where indicated by the plans which is in a rock thorough cut.

You will note the plans call for an additional length of 75 feet of rail on the easterly side and another 75 feet additional on the westerly side. In addition, 18 existing rail members were considered unsuitable for salvage and re-use and were marked accordingly in accordance with the pre-construction conference arrangement. We certainly cannot confirm any late or unexpected rejection of rail.

Regarding certification of the guardrail hardware, this material is supposed to meet certain physical requirements, such as set forth in 731-2.4(b). The supplemental standards (Article 6-7) recognize the certification procedure as a practical means of documenting specification compliance in lieu of repeated laboratory testing of samples. Our project personnel are instructed to require either a manufacturer's certification, or a certified inspection by our Laboratory (which can be made only in the Portland area) or Laboratory testing of samples submitted from the project. The certification procedure has frequently been used on back-up plates and hardware, particularly for material shipped from outside the Portland area. I understand the hardware materials on this project have now been cleared by our Laboratory and the Resident Engineer has accepted them.

Our review does not indicate a basis for adjustment in payment. We hope the above explanation is acceptable.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan

F. D. Morgan
Construction Engineer

JAB:fw
cc Roseburg Paving, Inc.
bc: F. B. Klaboe - 3084-FBK
Victor D. Wolfe
C. T. Keasey

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OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-90 (12-67)

Routing
Morgan
Decker
Bond
Walker
Boehme

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CONSTRUCTION
DIVISION

[illegible]
Swan
Glenn
Litchfield
Gallagher
Stein

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1969

SUBJECT: Roberts Mountain Slide
Contract No. 7216
Guardrail Claim
Assignment No. 3074-FBK

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith a complete report submitted from the field in response to subcontractor Vern Hoaglin's September 16 letter. We also attach prints of Pages 14, 15 and 16 from the contract special provisions and for convenience Pages 638 and 639 of the Standard Specifications which are also involved here. We particularly note the following points:

1. Hoaglin is a subcontractor and as such should not be presenting claims directly to the Highway Department. The prime contractor is Roseburg Paving, Inc.

2. The painted rail which was in place and which the contractor chose to re-use was obviously in very poor condition at the time of bidding; note the three pictures which accompany the Division report which show the present condition of what must be similar rail immediately adjacent to the project. A contractor should not expect to clean and repaint such a rail at only the going rate for painting new rail. The contract price is 15 cents per foot. (The price of the only other bidder was 20 cents and this was the Engineer's estimate.)

3. Admittedly, the specifications could be a little more clear but we believe our people were acting properly in requiring a clean surface "in proper condition to receive the paint". We do not believe the Standard Specification 731-3.6 was deleted. The reference to "spot coated" in the special provisions is primarily with reference to the priming required.

4. The difficulty in drilling the guardrail post holes through existing surfacing should not have been completely unforeseen. The typical section notes 7 inches of bituminous surfacing and the fact that there had been some patching build-up of the existing surface could have been observed.

We note that your assignment requests merely that we discuss this with you. Since the report is rather lengthy, we are submitting it to you first for your consideration and can discuss it further at your convenience. Our file copy of the project plans is attached for your convenience. Please return when you are through with them.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Attach.

RECEIVED
OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

731-3.6(c) Painting metal surfaces. - Delete the second paragraph which begins "Item No. 3 of the above list" and delete the third paragraph and substitute the following two paragraphs:

The cleaned edges and roadway face of galvanized steel guard rail members and all surfaces of the fittings therefor, under Item No. 3 above, shall be given a prime coat of zinc dust-zinc oxide primer conforming to Article 731-2.8(a)(1). For spray painting, the primer may be thinned with mineral spirits in quantity not to exceed 1 pint per gallon of primer. As thus thinned, the primer is to be applied uniformly at the rate of 400 ± 20 lineal feet, single face, of rail member per gallon. This primer shall be applied by apparatus or means providing continuous agitation which will prevent segregation of the zinc dust. The edges and roadway face of aluminum guard rail members and all surfaces of the fittings therefor, under said Item No. 3 shall be given a special primer or preparation treatment conforming to Article 731-2.8(a)(3) applied in accordance with the manufacturer's instructions.

Items Nos. 1, 2, 3 and 4 of the above list, cleaned and primed as above specified, shall be given two coats of Formula 320-64 white paint conforming to the requirements of Article 420-2.7(d). For spray painting this paint may be thinned with mineral spirits in quantity not to exceed 1/2 pint per gallon of paint.

If the contractor elects to use salvaged materials, as set forth under 731-2.9 of these special provisions, previously painted surfaces shall be spot coated as necessary to provide a primed surface and the entire roadway face of the rail members shall be painted with one coat of white paint conforming to Formula 320-64 of Article 420-2.7(d).

Delete 731-4.1 and 731-5.1 from the standard specifications and substitute the following:

731-4.1 Guard Rail. The quantities of guard rail and median barrier to be paid for shall be the number of linear feet, to the nearest foot, of each respective kind complete and in place as specified. Measurement will be from end to end of rail member, including rail end pieces, or as otherwise shown on the plans. Measurement will be along the line and grade of each run to the nearest 0.5 foot. Terminal anchors will be measured on a unit basis per each as completed and accepted.

731-4.3 Painting Rail Members. Measurement will be made for painting on the linear foot basis with the pay quantity determined on the same basis as set forth for guard rail, except that two linear feet will be allowed for each linear foot of median barrier.

731-5.1. The accepted pay quantities, measured as provided above, will be paid for at the contract unit prices per unit of measurement for each of the respective pay items set forth in the bid schedule, which prices and payment shall be full compensation for furnishing and placing the materials including all labor, tools, equipment and incidentals necessary to complete the work as specified including all necessary excavation and backfill work.

The pay items will be as follows:

Item Reference	Pay Item	Unit of Measurement
(a)	Guard Rail, Type 2A	Linear Foot
(b)	Guard Rail Terminal Anchors	Each
(c)	Median Barrier	Linear Foot
(d)	Painting Metal Rail Members	Linear Foot

Payment for items (a) and (c) above will comprise full payment for all costs involved in constructing the respective items except for the extra costs involved in constructing guard rail terminal anchors and painting the roadway faces of metal rail members.

PORTLAND CEMENT CONCRETE

FOR GUARD RAIL TERMINAL ANCHORS

Scope. All Class "A" portland cement concrete to be used in construction on this project shall conform to the following provisions.

Materials. Materials shall conform to the following:

(a) Cement - Cement shall be a standard brand, fresh cement.

(b) Aggregates - Aggregates shall have a maximum size of 1-1/2 inches, shall be clean and sound and reasonably well-graded. Aggregates available from commercial sources will be acceptable.

(c) Water - Water shall not be salty or brackish, and shall be free from oil, acid or other injurious materials.

Construction:

(a) Forms - Construction of forms shall be in conformance with best common practices and shall be constructed in reasonably close conformance to the lines and grades called for by the plans or established by the engineer.

731-2.9 Use of Salvaged Materials. Materials salvaged from guard rail and median barrier, removed as set forth in Section 100, may be used in lieu of new materials in the construction of guard rail and median barrier, provided such materials meet the following requirements:

(a) Materials shall conform to current design, strength and other requirements as called for by the plans and specifications. Galvanized surfaces which have been damaged to the extent that underlying metal is exposed shall be repaired as set forth in Article 460-2.18. Previously preservative-treated wood which is damaged to the extent that untreated wood is exposed shall have two coats of a compatible wood preservative applied to the exposed areas.

731-3.1 General. Class "A" concrete in guard rail anchors shall conform to the requirements hereinafter set forth under the heading "Portland Cement Concrete".

731-3.3(a) Installation of guard rail posts - Contrary to the provisions of this Article all guard rail posts, other than posts on structures, may be either set in holes or driven in place, as the contractor may elect, provided that the means used shall not misshape the tops or impair the structural soundness or damage the surface, galvanizing or preservative treatment of the post.

731-3.4 Erection of Rail. The contractor shall construct guard rail terminal anchors as detailed on Drawing 2094.

Work performed shall include drilling special holes in rail members and end pieces, furnishing and placing special fittings as required, and providing all labor, equipment, tools and incidentals necessary to complete the work as specified.

Enlarging of holes and slots in rail members as required and drilling of new holes to provide for extra posts will be permitted in the field.

In the last paragraph of this Article in the standard specifications, following the word "members", insert the term "guard rail blocks".

731-3.6(a) General - Add a new sentence at the end of the provisions reading as follows:

A subsequent coat of paint shall not be applied until the immediately preceding coat is dry, nonsticky and firm to the touch.

FORM [illegible]

ORESON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

October 6, 1969

SUBJECT: Roberts Mt. Slide Section
Pacific Highway
Contract No. 7216

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention John Bond

I am forwarding herewith the Resident Engineer's explanation regarding Vern Hoaglin's accusation about the handling of the subject project. Vern Hoaglin Construction Co is the subcontractor who handled the guard rail installation.

In addition to the Resident Engineer's report, there is also a report from the inspector, Roger Reese, who is referred to in the contractor's complaint. Copies of the inspector's diaries show that he was not harassing the contractor but was simply trying to get him to perform the work according to the specifications and plans.

The original guard rail installation on this project was Hawkins and Hawkins guard rail.

As you will recall, we had considerable difficulty at that time with the paint peeling. As a result of this earlier problem, almost all of the paint on the guard rail was loose or scaling. When this loose paint was removed, the contractor had accomplished 100% removal of all of the old paint. This condition was apparent to the contractor at the time of bidding since he discussed the use of "AEROAZ" at the preconstruction conference.

I can see no justification for the contractor's claim and recommend that it be denied. Your approval is recommended.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnson

E

RECEIVED
OCT
CONSTRUCTION
DIVISION

Gallagher

FORM 830—50M—2-57—1678

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 3, 1969

SUBJECT: Subcontractors claim letter of
Sept. 16, 1969
Roberts Mtn. Slide Section
Contract No. 7216

To: C. T. Keasey
Division Engr.

Attention: John Quiner II

The following is a report answering subcontractor Vern Hoaglin Construction Co., Inc. claim letter of Sept. 16, 1969.

(1) The typical section on the plans show the existing surfacing to include 4" AC and 3" bitiminous base. The specs call for median barrier to be installed after placing the 2" overlay. This totals 9" that the contractor could assume would be the minimum thickness of existing asphaltic concrete. Considerable previous patching could increase this to 1 foot of thickness as opposed to the 7" indicated on the plans. Through the slide area there could very well have been 16"-17" of existing AC. The contractor did experience considerable difficulty in augering the post holes. The post installation crew had to wait on the auger about half the time.

(2) The contractor elected to salvage and use the existing rail members. At the pre-construction meeting held at the Division Office, Craig Hoaglin of Vern Hoaglin Construction Co., Inc. was informed of the poor condition of the existing paint on the rail members and that it appeared the sanding alone would be a costly and lengthy task. Mr. Hoaglin stated that he intended to use a paint stripper known as "Aeroraz". The painters moved onto the job and began using "Aeroraz" on August 20, 1969. The same afternoon the painters asked if they could air-water blast the existing poor adhering paint and then sand the loose edges of the remaining paint. I informed them that as long as the remaining paint was adhering well and the loose edges were sanded, they could use any method they so desired. They demonstrated an air-water blast on a section of rail that blew off virtually all the existing paint. The only paint remaining was a one inch strip along the top and bottom of the rail near the edges. The edges of the paint were jagged and loose but the main body of the paint strip was apparently in good shape. I told the painters that the air-water blast method was O.K. with me if the edges of remaining paint were sanded. For reasons of their own and not known to me the painters continued using the "Aeroraz". I assume it was because of their small water storage capacity (50 gallons) on their truck. Due to the poor ad-

Roseburg, Oregon
September 29, 1969

Re: Roberts Mtn. Slide
Contract No. 7216

To Whom it may concern

This is an answer to statements made in a letter from Vern Hoaglin dated Sept. 16, 1969.

(3) This letter written by the contractor contains many untrue statements and appears to have been written without fact gathering. As far as his claim of constant harassment and aggitation; The backfilling of guard rail posts had to be watched very carefully because the laborers would fail to tamp the backfill material. The foreman was operating the earth boring machine and was unable to watch this portion of the work, so I would have to make mention when it was not going as it should be. The job foreman said "when he worked thru a section he planned on it being completed, so please make mention if anything did not meet with job standards". See diary August 12, 1969 (attach.). The contractor had to backfill a few holes on East guard rail on Sept. 4, 1969 because of original backfill failure, settlement of approx. 4 inches. When Vern Hoaglin arrived on the project he notified no one and went to work with out any signing, see diary Sept. 3, 4, 1969 (attach). This could be the harassment & aggitation mentioned.

(6) This statement is a pure fabrication of the truth, 35 pieces of 12.5' rail was delivered 8-7-69 as per inspection report. The contractor unloaded all of this material on the right side for guard rail sta. 2943+50 - 2947+85. This is all of the new rail used, and was approximately the amount the job foreman was told would be needed because of damaged rail and additional length staked in the field July 22, 1969.

As to both statements listed on page three supposed to have been made by me, this is pure nonsense. I feel it is none of my businees if the contractor makes or loses money on a project. As far as my office job is concerned I am very well satisfied with it, and I will work any place the Highway Department see's a need for me. I never made any statements in trying to promote bad feelings between the contractor and the highway department or myself.

Roger T. Reece
Roger T Reece
Job Inspector

Tuesday (Day of Week) August (Month) 12 (Date) 1969

Weather Fair

Contractor's working on Guard Rail Lt. side. I warned him about tamping on all sides of the post in [illegible] mud and said nobody else tamps posts as good as we do. Also that I was being very picky since yesterday, said he would not be down this way to build rail again. Foreman then stopped running auger long enough to see what was happening. He gave his men a little lesson on backfilling holes and things went smoothly. Foreman also complained about drilling thru thick asphalt.

I told Foreman Rule that where we encounter thick asphalt 4" will be all that we require for backfill but if he hits 2" we would require that he only puts 2" back. This was the same message given when they were backfilling median barrier. Contractor is erecting rail this side from 2952 to end 2758 he was told he could not burn holes in rail thru blocks.

Roger Reece
(Signature)

Wednesday (Day of Week) August (Month) 13 (Date) 1969

Weather Fair

Contractor finished setting G.R. posts today, backfilling with P.C. & digging anchor holes. also cleanup

Roger Reece
(Signature)

Wednesday (Day of Week) Sept. (Month) 3 (Date), 1969

Weather Fair

John Loosley Called the office at 8:10 AM. and said Vern Haughn would be down and stop in at the office shortly before Noon, No one showed. at 2:30 PM John Haseden Called from So. Imp. Post Area and said we have activity on the hill; I went out and Vern Haughn and one man were working around Med Barrier without any signs I warned them about this and explained about the sign standards at both ends of the job and the need of getting protection, (I was ignored) I also told them of the necessity of cones when necking traffic to one lane

Haughn replaced two sight posts and pulled pipes from guard rail posts.

Roger T Reece
(Signature)

Thursday (Day of Week) Sept (Month) 4 (Date), 1969

Weather Fair

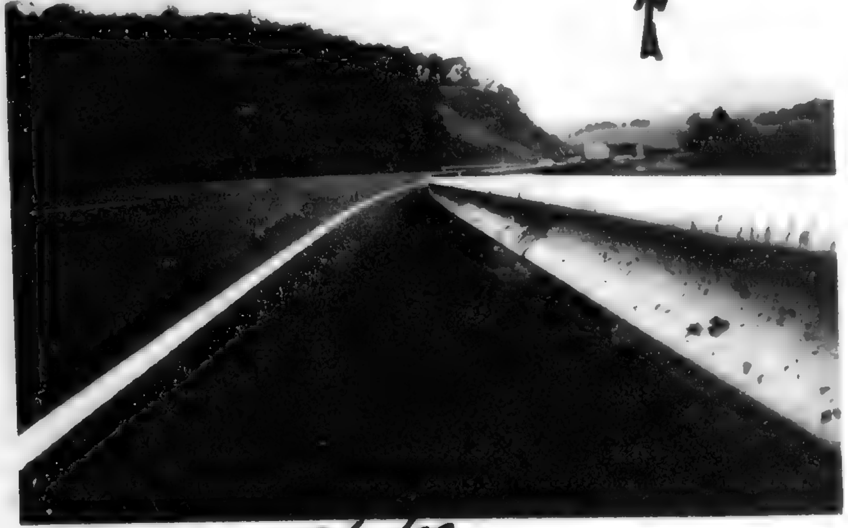
Vern Haughn and one man backfilling a few guard rail posts that had settled, 2 approx 4", also sweeping paint that was removed from old rail out so a sweeper can pick it up. traffic is blowing swept piles around and making this very difficult. Contractor was warned again about not putting up signs.

Contractor Removed lead paint from road with street sweeper, cleaned sight posts, straightened blocks finished paint jobs.

Roger T Reece
(Signature)

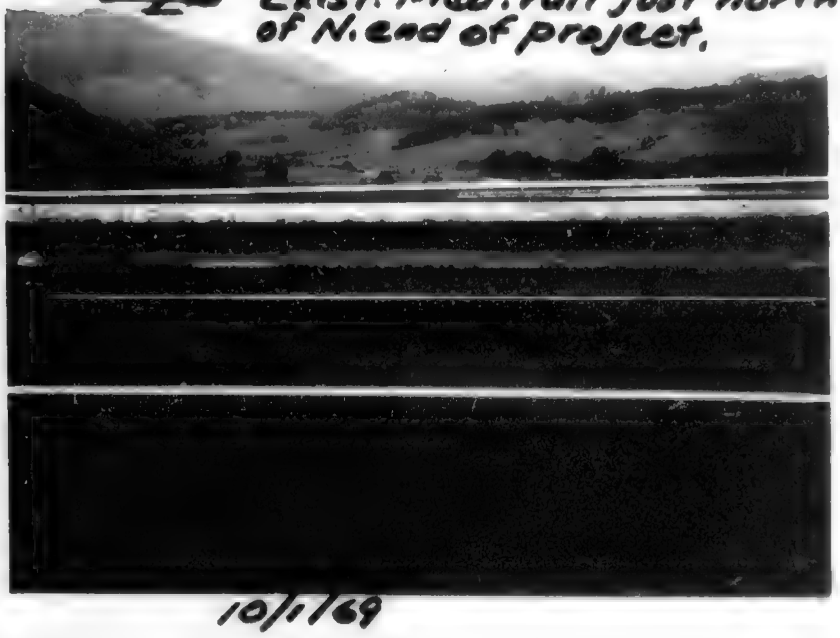
Photographs
Taken October 1, 1969
Roberts Mtn. Slide Section
Contract No. 7216

Rbts. Mtn. Slide - Cont. 7216
Exist. Med. rail just north
of project.



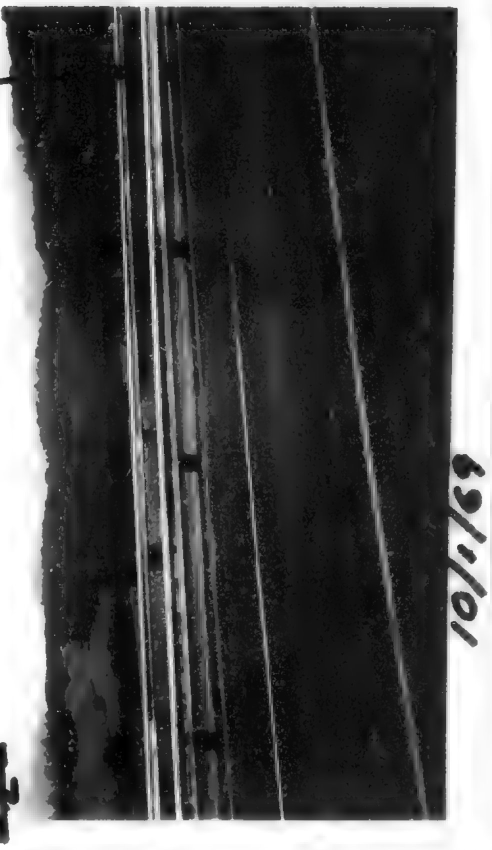
10/1/69

Roberts Mt'n Slide Cont. 7216
Exist. Med. rail just north
of N. end of project.



10/1/69

Northend of Med. Barrier
installation
Cont. 7216
Rbts Mtn. Slide



10/1/69

Roseburg, Oregon
September 22, 1969

Re: Roberts Mtn. Slide Sect.
Contract No. 7216

Hoaglin Const. Co.
P. O. Box 187
Cornelius, Oregon 9 113

Dear Sir:

To date we have not received the following forms and certifications.

~~Form PR-1391 EEO Report for month ending Aug. 31, 1969.~~
~~Form [illegible] Wage Certification for period ending 9-5-69.~~ } Recd 9/22/69
Form PR-47 Statement of Materials & Labor (Blank forms attached).
Form WH-347 Payroll for week ending Sept. 5, 1969.

Certifications for Terminal anchors-all hardware, back up plates, Type "F" Rail End Sections, and Extra bolts, nuts and washers for 6'3" spacing.

We must have these forms completed and certifications before we can semi-final this project.

Very truly yours

J. R. Hagedorn
Res. Eng'r.

JRH:rtr
cc: C. T. Keasey
Roseburg Paving Inc.

Thursday, July 17, 1969
(Day of Week) (Month) (Date)

Weather, Fair 50° - 75°

Preconst. meeting at Div. office.
[illegible] Lasely, Wellman Paving, Inc.,
Ernie Hoefield Hardin Const. Co., C.T.
Kirby, Allen Clark & J.R. Hazeltine
[illegible].

Following acknowledged:
Use 48" Rims
No O.K. to turn lanes around
in road - at this time!
Leave outside G.R. in until
fully paved.
Warning signs (after Project Sign)
consists of SLOW w/ flasher
& Construction.
Fnd. signs to be on 7' standards.
Hardin said he may use a paint
[illegible] called "AEROBAZ" on the
galvanized G.R. - I phoned
John Jenkins Salem Fab. He
said it had been used previously
with good results & was O.K. to
use!

Kiser O.K.'d the installation of
G.R. after paving.

(Next page)

(Signature)

(Day of Week) 7 (Month) 17 (Date), 1969

Weather Pre const. meeting cont'd.

He also said later that if proper
safeguards can be assured,
contractor may turn around
& equip.
in roadway.

J.K. Hayden
(Signature)

Wednesday, August 20, 1969
(Day of Week) (Month) (Date)

Weather Fair - Warm

Painters asked if they could air & water blast off the paint & then caulk the remaining paint. I told them that it would be O.K. if all poorly adhering paint was removed.

J R Anderson
(Signature)

herence qualities of the existing paint, sanding alone would have produced the same results as the air-water blast but with a lot more time being spent doing the work. As per the special provisions, paragraph 4, page 15 regarding spot painting, because of the above mentioned preparation conditions, 'spot' coating per se did'nt exist. Mr. Hoaglins allegations that he was ordered to remove all paint is unfounded. He selected, or rather, elected to use "Aeroraz" and once "Aeroraz" is applied, all paint it comes in contact with must be removed.

(3) As stated in paragraph (1) of this report the thickness of the existing AC did slow down the work to some degree. As to the alleged harassment and aggitation, this is ridiculous. The inspector is a man of the highest integrity, well versed in the interpretation of the specifications. Informing a contractor that his work is not being done according to specs and insisting that it be done as per specs; discussing future work and the pitfalls that may be encountered; suggesting ways to avoid these pitfalls and thereby save the expense of doing work over again is not, in my opinion, harassment and aggitation, merely good inspection. If anyone was aggitated it was the inspector. In trying to accomplish the above duties he was subjected to much verbal abuse as various times. However, some contractors consider contractor-to-inspector abuse as being S.O.P. - we have become insensitive to such tactics and do not demean ourselves to retaliate in the course of the work.

(4) The costs for painting new rail as opposed to preparing and painting salvaged rail is obviously less.

(5) The terminal anchor was placed as staked in the field, which location was in close proximity to that shown on the plans. The area is in a rock thorough cut. The probability of encountering rock was 100%. However, the excavation was accomplished with a backhoe without drilling and shooting.

(6) At the pre-construction meeting when Craig Hoaglin indicated that he was going to salvage and use the existing rail I inquired if he was going to try to repair any of the damaged rail. He replied that he would have no facilities in the field for such work. I then informed him that I would mark the rails I considered unsuitable (page 14 - special provisions) and let him know how many new rail members (12.5' long) that he should bring to the project. Field inspection determined that 18 - 12.5' rail members were unsuitable. The plans showed that the existing runs of guardrail were to be extended a total of 150 lin. ft., or (14) - 12.5' rail members. While only 32 members were apparently needed, 12 the contractor was instructed to bring 35 to the project. This was insurance against finding other unsuitable or unsalvageable rail. If I interpret Mr. Hoaglins letter correctly, he has 16 of the old rail members at his shop. He evidentally used 2 of the members that we culled. I believe that he doesn't yet realize that the plans called for extending the original guardrail. Mr. Hoaglins statement, "the engineer noticed the rail and went back over the project and rejected 16 pieces", is untrue and one which I consider slanderous.

(7) Roger T. Reece, the job inspector, has answered these allegations. A copy of a letter by him is a part of this report.

(8) I interpret my instructions to mean that all incorporated mt'l must be tested and documented as per pertinent specifications. This includes nuts, bolts, washers and back-up plates. On Aug. 21, 1969 I wrote Mr. Hoaglin requesting certifications for various items. I wrote again on Sept 22, 1969 requesting certain certifications and various tardy reports. I cannot consider this as aggitation. Copies of the above letters are attached.

Also attached are copies of diary entries that are pertinent to the answers to the contractors claims.

The attached photos were taken at the north end of the project at the median Wednesday, Oct. 1, 1969.

9384

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. Box 187, Cornelius, Oregon 97113
(503) 648-7555 (503) 357-2155
648-3148

Routing
Morgan
Decker
Walker
Boehme
Johnsen
Peake
Swan
Olenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 22 1969
CONSTRUCTION DIVISION

REFERRED TO Claboe
BY DEPUTY STATE HIGHWAY ENGINEER

September 16, 1969

Oregon State Highway Commission
Department of Highways
Salem, Oregon

RE: Contract 7216
Roberts Mt.

Gentlemen:

Due to conditions beyond our control we find it necessary to claim for additional compensation. The reasons being as follows:

(1) Extra cost for drilling holes through the asphalt at an average of 16 to 17" per hole which according to plans call for 2 to 4 inches only.

(2) Ordered to remove "ALL" and replace all paint from salvaged rail and repaint with "three" coats of paint. According to special specifications # 731-3.6 page 15 we were to spot places which were void of paint and cover with one coat of white paint. This extra operation alone necessitated the use of: (a) Seventy gallons of paint stripper (b) One hundred fourty-four extra hours of hand cleaning (with steel brushes) rail, pavement, and each post (c) Rented a water truck for stripping and cleaning (d) Rented street sweeper to clean strippings. The inspector and engineer insisted that the rail and whatever, if any, paint left on the rail had to be smooth before they would accept.

(3) On the guardrail and median barrier installation our cost was double the regular cost for similar installations with the main factors being the extra twelve inches of asphalt and the constant harassment and aggitation instigated by your inspector.

(4) The painting which would usually cost you $.15 per lineal foot for a primer and two coats of white has cost us a minimum of $.23 per lineal foot.

(5) We were forced to go ten inches (10") into solid rock to place concrete for a type 1 anchor.

(6) We had remaining on our truck sixteen sections of metal beam rail that was to be returned to our yard. The engineer noticed the rail and went back over the project and rejected "sixteen" pieces which had, prior to that time, been "non-rejectable". These sixteen pieces are being kept at our shop for future referrence if needed.

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. Box 187, Cornelius, Oregon 97113
(503) ~~648-7555~~ (503) ~~357-2455~~

648-3148

September 16, 1969

The following are the actual extra work cost presented for your review and decision:

I. Paint Stripping	
A. Paint Stripping Labor	
(1) 144 hours @ $7.35 per hour	$ 1,058.40
(2) Health, Welfare & Pension 144 @ $.73	105.12
B. Paint Stripping Material:	
(1) 70 gals of Arrow Raze @ $5.86 per gal	410.20
(2) 7 gals of primer (out of 15) @ $5.70	39.90
(3) 20 gals of white (out of 35) @ $3.42	68.40
(4) Guardrail 200 LF @ $1.30	260.00
II. Asphalt: Average of 16"-17" Normal 2"-4"	
(1) Labor: 40 hours @ average $6.05	242.00
(2) Equipment: 8 hours auger @ $16.80	134.40
8 hours pickup @ $2.52	20.16
(approx. min.) rental water wagon and sweeper	225.00
TOTAL COST ON EXTRA WORK	$ 2,563.58

RECEIVED
SEP 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. Box 187, Cornelius, Oregon 97113
(503) ~~648-1555~~ (503) ~~357-2455~~

648-3148

September 16, 1969

I feel that the above is a very reasonable claim and my first in seventeen years of doing work for you.

My personal feeling is that the contractor-highway department relationship in this particular district is at a very low ebb and basically because of the inspector; Who happily stated to me upon seeing the street sweeper approaching (Quote), "Boy, this will cost somebody some money!" And too he stated (Quote), "I have to make this job last as I don't want to go back in the office."

We pray that you will review the above prudently and that your decision be accordingly.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Vern Hoaglin

Vern Hoaglin

VH:sb

P.S. A further aggitation is the letter, dated September 22, 1969, from the engineer requesting for certifications and test reports, before the final estimates will be approved, on the following:

(a) Guardrail nuts and bolts - there have never been nor is there now certifications or test report requirements on nuts and bolts.

(b) Back up plates - again there have been no requirements by state agencies for certifications or test reports. Back up plates are subject to random sampling only.

In this case we ask for relief.

CC State Highway Department
Mr. Floyd Querry
Mr. Forrest Cooper
C. T. Keasey
Roseburg Paving Co.

Roseburg, Oregon
August 21, 1969

Re: Roberts Mtn. Slide Sect.
Contract No. 7216

Hoaglin Const. Co. Inc.
P.O. Box 147
Cornelius, Oregon 97113

Dear Sir:

To date we have not received certifications for the following:

Terminal anchors - all hardware
Extra bolts, nuts and washers for 6' 3" spacing
Back up plates & End Section
Received — Zinc dust - zinc oxide primer

Re the primer; the manufacturer should certify that the material meets the specifications set forth under TTP 641, type 2 and OSHD formula 16-67.

We must have these certifications before we can accept this project as complete.

Very truly yours,

J. R. Hagedorn
Res. Engr.

cc: C. T. Kessey
Roseburg Paving Inc.

OREGON STATE HIGHWAY DEPARTMENT
FORM [illegible] (REV. [illegible])

SUBJECT: Guardrail overhaul Roberts Mt.

DATE: 7/28/69

TO: John Hagedorn

FROM: John Jenkins

Re our recent conversation concerning guardrail paint removal using "Aero-Raze" on subject project: I was in Portland recently and looked at the guardrail on North Minnesota which had been primed with vinyl-acid wash, painted, stripped with Aero-Raze, and again primed with vinyl-acid wash and painted. The paint was in about the same lousey condition as other rail which had been primed and painted only once. If this is adequate indication, the Aero-Raze did not damage subsequent paint, nor did it benefit it.

I have hopes that the zinc-dust primer will result in a more adherent paint job. Will you keep me informed on this?

John Jenkins
(SIGNATURE)

PLEASE REPLY HERE

Just now verified that Hoaglin will definitely try the "Aero-raze".

We'll keep our fingers crossed and keep a close watch on it and give you a report.

7/31/69
(DATE)

(SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET

RECEIVED
SEP 22 1969
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-2(29)116
7216

September 8, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7216
Prefix 610-1029
FAP I-5-2(29)116

Dear Sir:

All work under Contract No. 7216, Roberts Mountain Slide Section of the Pacific Highway in Douglas County, was completed on September 5, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement   Date September 9, 1969

Conditions noted on above date:

None

WNB:bk

Hulach
R. E. Simpson
Division Engineer

VG:fw

cc Forrest Cooper
F. D. Morgan

RECEIVED
SEP 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1969

UNITED STATES GOVERNMENT

Memorandum

FOR FILING
I 5-2(29)116
7216

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: August 18, 1969

In reply refer to: 08-35.B-3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabr

SUBJECT: Oregon Project I-5-2(29)116
Roberts Mountain Slide Section
State Force Order No. 1

Reference is made to your letter dated August 13, 1969 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Morgan
Skoog } 8-20-69

RECEIVED
AUG 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

8 AUG 1969 Original signed by

Dist. Engineer

U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 01

Project Name Roberts Mtn. Slide Date August 7, 1969

Highway Pacific Contract No. 7216 F. A. Project No. I-5-2(29)116

County Douglas Prefix 610-1029 Account No. 278-01

Description of Work To Be Done:

Permanent Striping.

Location by Station Numbers:

2944 - 2962 entire project.

Estimate of Quantities and Costs:

1. 4" Beaded skip line 0.68 miles @ $35.50	$ 24.14
2. 3" Beaded solid shoulder line 0.68 miles @ $56.60	38.49
3. 4" Beaded solid median line 0.68 miles @ $68.00	46.24
Total	$108.87

Explanation: This work provided for in original authorization. To be done by State forces as they are better equipped and better experienced. The work will be done in conformance to Part II, Technical Bulletin No. 28 (Oregon Manual on Uniform Traffic Control Devices for Streets and Highways).

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$64,995.92
Present estimate of project cost, including $108.87 for work under this order	$64,995.92
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. R. Hagedorn Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer XX XXXXXXXXX

Approval Recommended: /s/ John Quiner II Asst. Division Engineer

Approved: /s/ F. D. Morgan Construction Engineer XXXXXXXXXXXXXXXXXXX

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 25 1969

FORM PR-33A
(REV. 3-68)

OSHD
Region
Wash DC

I-5-2(29)116

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check Appropriate box) ☒ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8 7216	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon
DATE OF INSPECTION 8-5-69	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-5-2(29)116

IN COMPANY WITH
John R. Hagedorn, Res Engr, OSHD

LOCATION
Located approximately 6 miles south of Roseburg on I-5.

CONTRACTOR NAME AND ADDRESS
Roseburg Paving Inc., Roseburg, Oregon

AWARD DATE 4-22-69	CONTRACT AMOUNT $54,065.00	TIME ALLOWED 60 cal.days	TIME STARTED 5-24-69	WORK STARTED 7-22-69
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 123 %	WORK COMPLETED 75 %	

ROADBED (Width 76.4 Feet O. to O. of shoulders)

BASE-SURFACING							STRUCTURES OVER 20-FOOT SPAN		
TYPE	TYPE CODE NO.	NET LENGTH (Miles)	THICKNESS EDGE (Inches)	THICKNESS CENTER (Inches)	WIDTH (Feet)		TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Grading,Paving	6201	0.34	9	2	76.4		----	----	--

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

ROBERTS MOUNTAIN SLIDE SECTION
PACIFIC HIGHWAY
Grading and Paving

The work to be completed under this contract consists of slide corrective work programed as stage construction. The initial construction work on this project was completed on June 15, 1965. The slide correction is to be accomplished by shifting the centerline to the west 12 feet to move away from the fill slide. The work involves embankment, surfacing, high type pavement, and the removal and reinstallation of approximately 1680 feet of guardrail and 2000 feet of median barrier.

COMPLETED WORK:

At the time of this inspection all work had been substantially completed except for the removal and reinstallation of the median barrier and the guardrail. Work on the rail was scheduled to begin the next day.

orig to Morgan
8-28-69

(more)

NOTED
R L F

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

WORK IN PROGRESS:

The contractor was in the process of completing the paving portion of the work. Equipment being used consisted of one Barber-Greene paver, 7 dump trucks, 1 blade, 1 rubber tired roller and 1 steel wheel roller. The results being obtained are considered satisfactory.

POSTERS:

All required labor posters and the minimum wage schedule are posted in the contractor's office. The EEO requirements of the contract were discussed with the project engineer. The contractor has designated Mr. Gerald Converse as the company EEO officer. To date the contractor has not submitted the required monthly report showing the number of minority and nonminority groupsemployees engaged in the work; however, the contractor is apparently and equal employment contractor since one Negro and one Spanish American were observed working on the project.

Materials

All materials incorporated into the work to date are in reasonably close conformity with the contract specifications.

Linear Measurements

The depth of pavement was checked and found to be substantially as planned.

Changes

EWO #1 in the amount of $2000 covering the State's share of flagging cost and EWO #2 in the amount of $500 covering the rental of a motor grader have been approved.

RECEIVED
AUG 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-2(29)116

⑥

7216

Form E-206—5M

RECEIVED
JUN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 15 1969 By H. W. Bruin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Roberts Mtn. Slide
Date June 6, 1969
Highway Pacific
Contract No. 7216
County Douglas
Prefix 610-1029
Contractor Roseburg Paving, Inc.
F. A. Project No. I-5-2(29)116
Address P. O. Box 1034, Roseburg, Oregon 97470
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Motor grader rental, fully operated

Location by station numbers:

Throughout the project, sta. 2944 - 2962

NOTED
F. B. [illegible]

Estimate of quantities and cost:

Labor	$200.00
Equipment Rental	300.00
	$500.00

(Maximum equipment rates allowable will be as per A.G.C.-State agreement).
(Percentage allowed contractor will be in accordance with executed contract for the project.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Above amount provided in the original authorization. Work to be done in conformance with article 7-30 of the Standard Specifications as modified by article 9-8(e) of the Supplemental Standard Specifications of March, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 64,995.92	
Present estimate of project cost, including $ 500.00 for work under this order	$ 64,995.92	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ J. R. Hagedorn
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer XXX
XXXXXXXXXX

Approval Recommended: /s/ John Quiner II
Ass't. Division Engineer

Approved: /s/ F. D. Morgan 6-27-69
XXXXXXXXXXXXXXXXXXXr,
XXXXXXXXXXXXXXXXXXXXXXX

SP•235

RECEIVED
MAY 29 1969
FOR FILE

I-5-2(27)116
7216

May 28, 1969

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7216 for grading and paving on the Roberts Mountain Slide Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NF
Enclosure

cc: Fidelity and Deposit Co. of Maryland, Portland and Baltimore
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
John Hagedorn

Monthly transaction number 6-3	FO PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 2	(PPM 21-7)	Project number I-5-2(29)116

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 22, 1964, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,258,000.00	$ 1,310,872.30
Federal funds	$ 1,160,000.00	$ 1,208,688.00
Other revisions		

This modification is made for the following reasons:
To include contract estimate for Roberts Mt. Slide correction.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of May, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)
for: R. E. Simpson

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(29)116

ROBERTS MOUNTAIN SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

Modified project agreement estimate.

Salem, Oregon, May 15, 1969

Type Code 62A (Project Agreement)
Roadway (Sta. [illegible] to Sta. [illegible]+31.13)(Contract 3367)

Clearing and Grubbing	All	Required		$ 75,000.00
Drainage Excavation, Unclass.	3,231.83	cu.yd.	$ 3.00	9,695.49
Embankment Foundation Excav., Unclass.	16,934.6	cu.yd.	1.00	16,934.60
General Excavation, Unclass.	823,963.4	cu.yd.	0.50	411,981.70
Short Overhaul	4,161,895.7	yd.sta.	0.005	20,809.48
Long Overhaul	118,167.65	C-yd.sta.	0.35	41,358.68
Selected Granular Backfill in Place	17,645.04	cu.yd.	2.00	35,290.08
Step Terracing for Embankment Stabilization	9.48	acre	500.00	4,740.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	4,915	lin.ft.	0.20	983.00
Seeding	48.10	acre	150.00	7,215.00
Mulching	45.85	acre	225.00	10,316.25
Grass Seed, Creeping Red Fescue	576.5	lb.	0.90	518.85
Grass Seed, Chewings Fescue	403.5	lb.	0.90	363.15
Grass Seed, Perennial Ryegrass	149.9	lb.	0.90	134.91
Grass Seed, Newport Bluegrass	265.2	lb.	0.90	238.68
Dutch White Clover	149.9	lb.	0.90	134.91
Inorganic Fertilizer, 10-16-8	193.6	cwt.	7.00	1,355.20
18-inch Concrete Pipe	21	lin.ft.	5.00	105.00
24-inch Concrete Pipe	48	lin.ft.	7.50	360.00
12-inch Corrugated Metal Pipe	786	lin.ft.	3.25	2,554.50
18-inch Corrugated Metal Pipe	975	lin.ft.	5.10	4,972.50
24-inch Corrugated Metal Pipe	24	lin.ft.	6.75	162.00
48-inch Corrugated Metal Pipe	112	lin.ft.	25.00	2,800.00
Extra for Pipe Under Pavement	50	lin.ft.	10.00	500.00
8-inch Perforated Metal Drain Pipe	6,458	lin.ft.	2.50	16,145.00
6-inch Perforated Drain Pipe	3,295	lin.ft.	2.25	7,413.75
Special Backfill in Drains	1,529.52	cu.yd.	7.00	10,706.64
18-inch Culvert End Sections	3	only	50.00	150.00
1-inch Electrical Conduit	40	lin.ft.	3.00	120.00
Concrete Inlets, Type "G"	4	only	155.00	620.00
Class "A" Concrete	55.6	cu.yd.	115.00	6,394.00
Metal Reinforcement	10,137	lb.	0.14	1,419.18
Asphaltic Concrete Curbs	3,127.6	lin.ft.	0.65	2,032.94
Asphaltic Concrete Traffic Markers, Type L	542.6	lin.ft.	1.10	596.86
Metal Guard Rail	9,925	lin.ft.	2.35	23,323.75
Metal Median Barrier	10,929	lin.ft.	3.50	38,251.50
Rail End Pieces	17	only	4.75	80.75
Guard Rail Blocks	103	only	4.20	432.60

Guide Posts, W-1	107 only	$ 7.25	$	775.75
Type 2 Fence	411 rod	8.25		3,390.75
Coarse Crushed Material in Base	48,298.7 ton	1.35		65,203.25
3/4" - 0 Material in Base	5,183.15 ton	1.90		9,847.99
Sprinkling	3,740.5 M-gal.	2.50		9,351.25
Plant-Mix Bituminous Base	7,715.33 ton	4.25		32,790.15
Asphalt in Bituminous Base	401.197 ton	35.00		14,041.90
Asphaltic Concrete Mixture	17,030.82 ton	4.35		74,084.07
Asphalt in Mixture	898.721 ton	35.00		31,455.24
SS-2 Asphalt	2.7 ton	73.00		197.10
Vertical Alternate Flashing Beacon	1 only	1,500.00		1,500.00
PA 2 - General Excavation, Unclass.	136,920.3 cu.yd.	0.50		68,460.15
PA 2 - Short Overhaul	818,614.5 yd.sta.	0.005		4,093.07
PA 2 - Long Overhaul	6,309.85 C-yd.sta.	0.35		2,208.45
PA 3 - Rail End Pieces	2 only	4.75		9.50
PA 4 - Class "C" Asphaltic Concrete Mixture	283.32 ton	6.41		1,816.08
EWO 1 - Flagging (57½% of Contractor's Cost)	All Required			4,915.40
EWO 2 - Slide Correction	All Required			27,087.06
EWO 3 - Concrete Pipe Joints	All Required			88.81
EWO 4 - Slide Correction	All Required			10,425.13
EWO 6 - Remove Slide Material and Reshape Slopes	All Required			21,496.46
EWO 7 - Furnish and Place Shot Rock	All Required			572.75
SFO 1 - Revise I.D. Signs	All Required			55.53
SFO 2 - Install Flashing Beacon	All Required			244.81
SFO 4 - Install Concrete Cribbing at Culverts	All Required			927.10
SFO 6 - Furnish and Install Horizontal Drains	All Required			119.51
	Subtotal			$1,156,428.01
	Engr. & Cont.			92,773.29
	Total			$1,249,201.30

Type Code 6201
Roadway Roberts Mt. Slide (Sta. 2[illegible] to Sta. 2[illegible]) (Contract No. 7216)

Temporary Protection and Direction of Traffic	All Required		$	2,565.00
Clearing and Grubbing	All Required			2,300.00
General Excavation, Unclass.	350 cu.yd.	$ 2.00		700.00
Watering	50 M-gal.	5.00		250.00
3/4" - 0 Material in Base	220 cu.yd.	4.00		880.00
Stone Base	1,100 cu.yd.	3.00		3,960.00
Asphalt in Tack Coat	3 ton	80.00		240.00
Class "B" Asphalt Concrete	3,000 ton	9.50		28,500.00

Guide Posts, W-1	18 only	$ 6.00	$ 108.00
Guard Rail, Type 2A	1,840 lin.ft.	3.40	6,256.00
Guard Rail Terminal Anchors	2 only	200.00	400.00
Median Barrier	2,000 lin.ft.	3.50	7,000.00
Painting Metal Rail Members	5,640 lin.ft.	0.15	846.00
			$ 54,065.00
Flagging (60% of Contractor's Cost)	All Required		$ 2,000.00
			$ 2,000.00
	Subtotal		$ 56,065.00
	10% Engr. & Cont.		5,606.00
	Total		$ 61,671.00

Retained in Program Status

Striping	All Required	$ 200.00
Blade Time	All Required	500.00
		$ 700.00
	10% Engr. & Cont.	70.00
	Total	$ 770.00

Length of Roadway - - - 1.898 Miles
Cost of Roadway Per Mi. $691,065.48

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Cont. 6367)	$1,249,201.30	$1,152,388.00	$ 96,813.30
Roadway (Cont. 7216)	61,671.00	56,300.00	5,371.00
Subtotal	$1,310,872.30	$1,208,688.00	$102,184.30
Retained in Program	770.00	700.00	70.00
Total	$1,311,642.30	$1,209,388.00	$102,254.30

State Funds for Const.: Chap. 175, Laws 1917, Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

[illegible] MOUNTAIN SECTION

I-5-2(29)111

Nonparticipating Work Contract [illegible]

Construction Engineering	All Required	$ 2,045.81
Extra Items	All Required	33,319.43
		$35,365.24

6 G-1-100%

Oregon State Highway Department

Federal Aid
Project no. I-5-2(29)116

Roberts Mountain Section Of The 19
Pacific Highway In Douglas County 10

Modified project agreement estimate.

Salem, Oregon 1969

Type code 6201 (Project agreement)
Roadway (Sta. 2905+00 to Sta. 3006+31.13) (Contract 6367)

Clearing & Grubbing	All Required		$75,000.00
Drainage Excavation, Unclass.	3,231.83 cu. yd	$3.00	9,695.49
Embankment Foundation Excav., Unclass.	16,934.6 cu. yd	1.00	16,934.60
General Excavation, Unclass.	823,963.4 cu. yd.	0.50	411,981.70
Short Overhaul	4,161,895.7 yd Sta.	0.005	20,809.48
Long Overhaul	118,167.65 C-yd. Sta.	0.35	41,358.68
Selected Granular Backfill in Place	17,645.04 cu. yd	2.00	35,290.08
Step Terracing for Embankment Stabilization	9.48 acre	500.00	4,740.00
Finishing Roadbed and Slopes	All Required		15,000.00
Rounding Cutbanks	4,915 lin ft.	0.20	983.00
Seeding	48.10 acre	150.00	7,215.00
Mulching	45.85 acre	225.00	10,316.25
Grass Seed, Creeping Red Fescue	576.5 lb.	0.90	518.85
Grass Seed, Chewings Fescue	403.5 lb.	0.90	363.15
Grass Seed, Perennial Ryegrass	149.9 lb.	0.90	134.91
Grass Seed, Newport Bluegrass	265.2 lb.	0.90	238.68
Dutch White Clover	149.9 lb.	0.90	134.91
Inorganic Fertilizer, 10-16-8	193.6 cwt.	7.00	1,355.20
18-inch Concrete Pipe	21 lin ft.	5.00	105.00
24-inch " "	48 lin ft.	7.50	360.00
12-inch Corrugated Metal Pipe	786 lin ft.	3.25	2,554.50
18-inch " " "	975 lin ft.	5.10	4,972.50
24-inch " " "	24 lin ft.	6.75	162.00
48-inch " " "	112 lin ft.	25.00	2,800.00
Extra for Pipe Under Pavement	56 lin ft.	10.00	560.00

more

8-inch Perforated Metal Drain Pipe	6,458 lin ft.	2.50	16,145.00
6-inch " Drain Pipe	3,295 " "	2.25	7,413.75
Special Backfill in Drains	1,529.52 cu. yd	7.00	10,706.64
18-inch Culvert End Sections	3 only	50.00	150.00
1-inch Electrical Conduit	40 lin. ft.	3.00	120.00
Concrete Inlets, Type "G."	4 only	155.00	620.00
Class "A" Concrete	55.6 cu. yd	115.00	6,394.00
Metal Reinforcement	10,137 lb.	0.14	1,419.18
Asphaltic Concrete Curbs	3,127.6 lin ft.	0.65	2,032.94
Asphaltic Concrete Traffic Markers Type L	542.6 lin ft.	1.10	596.86
Metal Guard Rail	9,925 lin ft.	2.35	23,323.75
Metal Median Barrier	10,929 lin ft.	3.50	38,251.50
Rail End Pieces	17 only	4.75	80.75
Guard Rail Blocks	103 only	4.20	432.60
Guide Posts, W-1	107 only	7.25	775.75
Type 2 Fence	411 rod	8.25	3,390.75
Coarse Crushed Material in Base	48,298.7 ton	1.35	65,203.25
3/4"-0 Material in Base	5,183.15 ton	1.90	9,847.99
Sprinkling	3,740.5 M-Gal.	2.50	9,351.25
Plant-Mix Bituminous Base	7,715.33 ton	4.25	32,790.15
Asphalt in Bituminous Base	401.197 ton	35.00	14,041.90
Asphaltic Concrete Mixture	17,030.82 ton	4.35	74,084.07
Asphalt in Mixture	898.721 ton	35.00	31,455.24
RS-2 Asphalt	2.7 ton	73.00	197.10
Vertical Alternate Flashing Beacon	1 only	1,500.00	1,500.00
PR 2 General Excavation, Unclass.	136,920.3 cu. yd	0.50	68,460.15
PR 2 Short Overhaul	818,614.5 yd. sta.	0.005	4,093.07
PR 2 Long Overhaul	6,309.85 C-yd sta.	0.35	2,208.45
PR 3 Rail End Pieces	2 only	4.75	9.50
PR 4 Class "C" Asphaltic Concrete Mixture	283.32 ton	6.41	1,816.08
EWO 1 Flagging (57½% of Contractors Cost)	All Required		4,915.40
EWO 2 Slide Correction	" "		27,087.06
EWO 3 Concrete Pipe Joints	" "		88.61
EWO 4 Slide Correction	" "		10,425.13

(more)

EWO 6	Remove Slide Material and Reshape Slopes	All Required	21,496.46
EWO 7	Furnish and Place Shot Rock	" "	572.75
SFO 1	Revise T. D. Signs	" "	55.53
SFO 2	Install Flashing Beacon	" "	244.81
SFO 4	Install Concrete Cribbing at Culverts	" "	927.10
SFO 6	Furnish & Install Horizontal Drains	" "	119.51
		Sub-total	$ 1,156,428.01
		Engr & Cont.	92,773.29
		Total	$ 1,249,201.30

Type code 6301

Roadway (Roberts Mt. Slide)(Sta. 2944 to Sta. 2962) (Contract No. 7216)

Temporary Protection & Direction of Traffic	All Required		$ 2,565.00
Clearing and Grubbing	All Required		2,300.00
General Excavation, Unclass	380 cu. yd	2.00	760.00
Watering	50 M-gal	5.00	250.00
3/4"-0 Material in Base	220 cu. yd	4.00	880.00
Stone Base	1,100 cu. yd.	3.60	3,960.00
Asphalt in Tack Coat	3 ton	80.00	240.00
Class "B" Asphalt Concrete	3,000 ton	9.50	28,500.00
Guide Posts, W-1	18 only	6.00	108.00
Guard Rail, Type 2A	1,840 lin. ft.	3.40	6,256.00
Guard Rail Terminal Anchors	2 only	200.00	400.00
Median Barrier	2000 lin. ft.	3.50	7,000.00
Painting Metal Rail Members	5,640 lin. ft.	0.15	846.00
			$ 54,065.00

Flagging (60% of contractors cost)	All Required	$ 2,000.00
		$ 2,000.00

Sub-total	$ 56,065.00
10% Engr & Cont.	5,606.00
Total	$ 61,671.00

Retained in Program Status

Striping	All Required	$	200.00
Blade Time	" "		500.00
		$	700.00
	10% Engr. + Cont.		70.00
	Total	$	770.00

Length of Roadway 1.898
Cost of Roadway Per Mile $ 691,065.48

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Cont. 6367)	$ 1,249,201.30	$ 1,152,388.00	$ 96,813.30
Roadway (Cont. 7216)	61,671.00	56,300.00	5,371.00
Subtotal	$ 1,310,872.30	$ 1,208,688.00	$ 102,184.30
Retained in Program	770.00	700.00	70.00
Total	$ 1,311,642.30	$ 1,209,388.00	$ 102,254.30

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Separate Sheet ⑥

Roberts Mountain Section 9

I-5-2(29) 116 79

Nonparticipating Work: Contract 6367 96

Construction Engineering	all Required	$2,045.81
Extra Items	" "	33,319.43
		$35,365.24

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Monthly transaction number	FO PR-2A U.S. DEPARTMENT OF COMMERCE (8- .7) BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-5-65	te Oregon
Project agreement number I-5-2(29) 116 6367		County Douglas Project number I-5-2(29)116

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 22, 19 64, is hereby modified as follows:

Revised estimated total cost of project	$ 1,258,000.00
Revised Federal funds	$ 1,160,000.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5th day of November, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 2-5	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-22-64	COUNTY Douglas
		PROJECT NO. I-5-2(29)116

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2 mi. S. to 4 mi. S. of Shady

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-63	1.898
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,344,658.00	$ 1,237,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Asst. State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. N. Parsons
(Division Engineer)
By: Backlund
R. R. Backlund, Administrative Mgr.
Date executed by Division Engineer January 22, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-2(29)116

ROBERTS MOUNTAIN SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 24, 1963

Type Code 6201
Roadway (Sta. 2905+00 to Sta. 3006+31.13)(Contract 6367)

Clearing and Grubbing	All	Required		$ 75,000.00
Drainage Excavation, Unclassified	3,230	cu.yds.	$ 3.00	9,690.00
Embankment Foundation Excavation, Unclassified	18,500	cu.yds.	1.00	18,500.00
General Excavation, Unclassified	972,800	cu.yds.	0.50	486,400.00
Short Overhaul	4,887,000	yd.stas.	0.005	24,435.00
Long Overhaul	153,000	C-yd.stas.	0.35	53,550.00
Selected Granular Backfill in Place	18,500	cu.yds.	2.00	37,000.00
Step Terracing for Embankment Stabilization	11	acres	500.00	5,500.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	5,160	lin.ft.	0.20	1,032.00
Seeding	46	acres	150.00	6,900.00
Mulching	46	acres	225.00	10,350.00
Grass Seed, Creeping Red Fescue	500	lbs.	0.90	450.00
Grass Seed, Chewings Fescue	350	lbs.	0.90	315.00
Grass Seed, Perennial Ryegrass	130	lbs.	0.90	117.00
Grass Seed, Newport Bluegrass	230	lbs.	0.90	207.00
Dutch White Clover	130	lbs.	0.90	117.00
Inorganic Fertilizer, 10-16-8	180	cwt.	7.00	1,260.00
18-inch Concrete Pipe	15	lin.ft.	5.00	75.00
24-inch Concrete Pipe	45	lin.ft.	7.50	337.50
12-inch Corrugated Metal Pipe	860	lin.ft.	3.25	2,795.00
18-inch Corrugated Metal Pipe	1,050	lin.ft.	5.10	5,355.00
24-inch Corrugated Metal Pipe	20	lin.ft.	6.75	135.00
48-inch Corrugated Metal Pipe	125	lin.ft.	25.00	3,125.00
Extra for Pipe under Pavement	60	lin.ft.	10.00	600.00
8-inch Metal Drain Pipe	150	lin.ft.	2.50	375.00
8-inch Perforated Metal Drain Pipe	4,500	lin.ft.	2.50	11,250.00
6-inch Perforated Drain Pipe	2,400	lin.ft.	2.25	5,400.00
Special Backfill in Drains	700	cu.yds.	7.00	4,900.00
18-inch Culvert End Sections	5	only	50.00	250.00
Salvage and Reinstall Culvert Pipe	45	lin.ft.	5.00	225.00
1-inch Electrical Conduit	45	lin.ft.	3.00	135.00
Concrete Inlets, Type G	4	only	155.00	620.00
Class "A" Concrete	38	cu.yds.	115.00	4,370.00
Metal Reinforcement	6,300	lbs.	0.14	882.00
Concrete End Pieces	1	only	250.00	250.00
Asphaltic Concrete Curbs	3,400	lin.ft.	0.65	2,210.00

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 2-5	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-22-64	STATE Oregon
		COUNTY Douglas
PROJECT REPORT NO. 5		PROJECT NO. I-5-2(29)116

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2 mi. S. to 4 mi. S. of Shady

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-63	1.898
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,344,658.00	$ 1,237,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stunn

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. N. Parsons
(Division Engineer)

By [illegible] Backlund
[illegible] Backlund, Administrative Mgr.

Date executed by Division Engineer January 22, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. I-5-2(29)116

ROBERTS MOUNTAIN SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 24, 1963

Item Code 6201

Roadway (Sta. 2905/00 to Sta. 3006/31.13)(Contract 6367)

Clearing and Grubbing	All	Required		$ 75,000.00
Drainage Excavation, Unclassified	3,230	cu.yds.	$ 3.00	9,690.00
Embankment Foundation Excavation, Unclassified	18,500	cu.yds.	1.00	18,500.00
General Excavation, Unclassified	972,800	cu.yds.	0.50	486,400.00
Short Overhaul	4,887,000	yd.stas.	0.005	24,435.00
Long Overhaul	153,000	C-yd.stas.	0.35	53,550.00
Selected Granular Backfill in Place	18,500	cu.yds.	2.00	37,000.00
Step Terracing for Embankment Stabilization	11	acres	500.00	5,500.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	5,160	lin.ft.	0.20	1,032.00
Seeding	46	acres	150.00	6,900.00
Mulching	46	acres	225.00	10,350.00
Grass Seed, Creeping Red Fescue	500	lbs.	0.90	450.00
Grass Seed, Chewings Fescue	350	lbs.	0.90	315.00
Grass Seed, Perennial Ryegrass	130	lbs.	0.90	117.00
Grass Seed, Newport Bluegrass	230	lbs.	0.90	207.00
Dutch White Clover	130	lbs.	0.90	117.00
Inorganic Fertilizer, 10-16-8	180	cwt.	7.00	1,260.00
18-inch Concrete Pipe	15	lin.ft.	5.00	75.00
24-inch Concrete Pipe	45	lin.ft.	7.50	337.50
12-inch Corrugated Metal Pipe	860	lin.ft.	3.25	2,795.00
18-inch Corrugated Metal Pipe	1,050	lin.ft.	5.10	5,355.00
24-inch Corrugated Metal Pipe	20	lin.ft.	6.75	135.00
48-inch Corrugated Metal Pipe	125	lin.ft.	25.00	3,125.00
Extra for Pipe under Pavement	60	lin.ft.	10.00	600.00
8-inch Metal Drain Pipe	150	lin.ft.	2.50	375.00
8-inch Perforated Metal Drain Pipe	4,500	lin.ft.	2.50	11,250.00
6-inch Perforated Drain Pipe	2,400	lin.ft.	2.25	5,400.00
Special Backfill in Drains	700	cu.yds.	7.00	4,900.00
18-inch Culvert End Sections	5	only	50.00	250.00
Salvage and Reinstall Culvert Pipe	45	lin.ft.	5.00	225.00
1-inch Electrical Conduit	45	lin.ft.	3.00	135.00
Concrete Inlets, Type G	4	only	155.00	620.00
Class "A" Concrete	38	cu.yds.	115.00	4,370.00
Metal Reinforcement	6,300	lbs.	0.14	882.00
Concrete End Pieces	1	only	250.00	250.00
Asphaltic Concrete Curbs	3,400	lin.ft.	0.65	2,210.00

Asphaltic Concrete Traffic Markers, Type "L"	460	lin.ft.	$ 1.10	$ 506.00
Metal Guard Rail	10,500	lin.ft.	2.35	24,675.00
Metal Median Barrier	11,000	lin.ft.	3.50	38,500.00
Rail End Pieces	20	only	4.75	95.00
Guard Rail Blocks	90	only	4.20	378.00
Salvage and Stockpile Guard Rail	11,300	lin.ft.	0.85	9,605.00
Guide Posts, W-1	60	only	7.25	435.00
Type 2 Fence	460	rods	8.25	3,795.00
Coarse Crushed Material in Base	46,800	tons	1.35	63,180.00
3/4" - 0 Material in Base	6,700	tons	1.90	12,730.00
Sprinkling	1,850	M-gals.	2.50	4,625.00
Plant-Mix Bituminous Base	7,700	tons	4.25	32,725.00
Asphalt in Bituminous Base	310	tons	35.00	10,850.00
Asphaltic Concrete Mixture	19,400	tons	4.35	84,390.00
Asphalt in Mixture	1,070	tons	35.00	37,450.00
MS-2 Asphalt	5	tons	73.00	365.00
Vertical Alternate Flashing Beacon	1	only	1,500.00	1,500.00
				$1,114,916.50
Flagging (57½% of Contractor's Cost)	All Required			$ 7,500.00
Slide Correction	All Required			100,000.00
				$ 107,500.00
	Subtotal			$1,222,416.50
	10% Engr. & Cont.			122,241.50
	Total			$1,344,658.00

Length of Roadway ....1,898 Miles
Cost of Roadway Per Mile......$708,460.48

Federal Funds..	$1,237,000.00
State Funds	107,658.00
	$1,344,658.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Work Retained in P.S.& E. Status

Description	Total Cost	Federal Funds	State Funds
Work by Pacific N.W. Bell Tel. Co.	$5,500.00	$5,000.00	$500.00

Oregon State Highway Department

Federal Aid
Project No. I-5-2(29)116

ROBERTS MOUNTAIN SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 18, 1963

Type Code 6201
Roadway (Sta. 2905+00 to Sta. 3006+31.13)

Clearing and Grubbing	All	Required		$ 35,000.00
Drainage Excavation, Unclassified	3,230	cu.yds.	$ 3.00	9,690.00
Embankment Foundation Excavation, Unclassified	18,500	cu.yds.	0.85	15,725.00
General Excavation, Unclassified	972,800	cu.yds.	0.75	729,600.00
Short Overhaul	436,200	yd.sta.	0.01	4,362.00
Long Overhaul	19,200	C-yd.Sta.	0.40	7,680.00
Selected Granular Backfill in Place	18,500	cu.yds.	1.50	27,750.00
Step Terracing for Embankment Stabilization	11	acres	200.00	2,200.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	5,160	lin.ft.	0.25	1,290.00
Seeding	46	acres	150.00	6,900.00
Mulching	46	acres	175.00	8,050.00
Grass Seed, Creeping Red Fescue	500	lbs.	0.60	300.00
Grass Seed, Chewings Fescue	350	lbs.	0.60	210.00
Grass Seed, Perennial Ryegrass	130	lbs.	0.60	78.00
Grass Seed, Newport Bluegrass	230	lbs.	1.00	230.00
Dutch White Clover	130	lbs.	1.50	195.00
Inorganic Fertilizer, 10-16-8	180	cwt.	8.00	1,440.00
18-inch Concrete Pipe	15	lin.ft.	5.00	75.00
24-inch Concrete Pipe	45	lin.ft.	6.50	292.50
12-inch Corrugated Metal Pipe	860	lin.ft.	3.75	3,225.00
18-inch Corrugated Metal Pipe	1,050	lin.ft.	5.00	5,250.00
24-inch Corrugated Metal Pipe	20	lin.ft.	7.50	150.00
48-inch Corrugated Metal Pipe	125	lin.ft.	25.00	3,125.00
Extra for Pipe Under Pavement	60	lin.ft.	4.00	240.00
8-inch Metal Drain Pipe	150	lin.ft.	2.50	375.00
8-inch Perforated Metal Drain Pipe	4,500	lin.ft.	2.50	11,250.00
6-inch Perforated Rain Pipe	2,400	lin.ft.	2.00	4,800.00
Special Backfill in Drains	700	cu.yds.	6.00	4,200.00
18-inch Culvert End Sections	5	only	50.00	250.00
Salvage and Reinstall Culvert Pipe	45	lin.ft.	3.00	135.00
1-inch Electrical Conduit	45	lin.ft.	2.50	112.50
Concrete Inlets, Type G	4	only	100.00	400.00
Class "A" Concrete	38	cu.yds.	60.00	2,280.00
Metal Reinforcement	6,300	lbs.	0.15	945.00
Concrete End Pieces	1	only	200.00	200.00
Asphaltic Concrete Curbs	3,400	lin.ft.	0.85	2,890.00
Asphaltic Concrete Traffic Markers, Type "L"	460	lin.ft.	1.00	460.00

Metal Guard Rail	10,500	lin.ft.	$ 2.50	$ 26,250.00
Metal Median Barrier	11,000	lin.ft.	3.75	41,250.00
Rail End Pieces	20	only	5.00	100.00
Guard Rail Blocks	90	only	1.50	135.00
Salvage and Stockpile Guard Rail	11,300	lin.ft.	1.00	11,300.00
Guide Posts, W-1	60	only	7.00	420.00
Type 2 Fence	460	rods	7.50	3,450.00
Coarse Crushed Material in Base	46,800	tons	1.40	65,520.00
3/4"-0 Material in Base	6,700	tons	1.50	10,050.00
Sprinkling	1,850	M-gal.	3.00	5,550.00
Plant Mix Bituminous Base	7,700	tons	3.80	29,260.00
Asphalt in Bituminous Base	310	tons	34.00	10,540.00
Asphaltic Concrete Mixture	19,400	tons	4.00	77,600.00
Asphalt in Mixture	1,070	tons	34.00	36,380.00
RS-2 Asphalt	5	tons	75.00	375.00
Vertical Alternate Flashing Beacon	1	only	500.00	500.00
				$1,213,035.00

Flagging (57½% of Contractors Cost)	All Required	$ 7,500.00
Slide Correction	All Required	100,000.00
		$ 107,500.00

Utilities

Work by Pacific N. W. Bell Tel. Co.	All Required	$ 5,000.00
	Subtotal	$1,325,535.00
	10% Engr. & Cont.	132,553.00
	Total	$1,458,088.00

Length of Roadway - - - - - - - - - - - - - - 1.898 miles
Cost of Roadway per Mile - - - - - - - - - - $768,223.39

Federal Funds -	$1,341,000.00
State Funds -	117,088.00
	$1,458,088.00

Oregon State Highway Department

Federal Aid
Project No. I-5-2(29)116

ROBERTS MOUNTAIN SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 9, 1963

Type Code 6201
Roadway (Sta. 2905+00 to Sta. 3006+31.13)

Clearing and Grubbing	All	Required	$	$ 35,000.00
Drainage Excavation, Unclassified	3,230	cu.yds.	3.00	9,690.00
Embankment Foundation Excavation, Unclassified	18,500	cu.yds.	0.85	15,725.00
General Excavation, Unclassified	972,800	cu.yds.	0.75	729,600.00
Short Overhaul	4,887,000	yd.sta.	0.01	48,870.00
Long Overhaul	153,000	C-yd.sta.	0.40	61,200.00
Selected Granular Backfill in Place	18,500	cu.yds.	1.50	27,750.00
Step Terracing for Embankment Stabilization	11	acres	200.00	2,200.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	5,160	lin.ft.	0.25	1,290.00
Seeding	46	acres	150.00	6,900.00
Mulching	46	acres	175.00	8,050.00
Grass Seed, Creeping Red Fescue	500	lbs.	0.60	300.00
Grass Seed, Chewings Fescue	350	lbs.	0.60	210.00
Grass Seed, Perennial Ryegrass	130	lbs.	0.60	78.00
Grass Seed, Newport Bluegrass	230	lbs.	1.00	230.00
Dutch White Clover	130	lbs.	1.50	195.00
Inorganic Fertilizer, 10-16-8	180	cwt.	8.00	1,440.00
18-inch Concrete Pipe	15	lin.ft.	5.00	75.00
24-inch Concrete Pipe	45	lin.ft.	6.50	292.50
12-inch Corrugated Metal Pipe	860	lin.ft.	3.75	3,225.00
18-inch Corrugated Metal Pipe	1,050	lin.ft.	5.00	5,250.00
24-inch Corrugated Metal Pipe	20	lin.ft.	7.50	150.00
48-inch Corrugated Metal Pipe	125	lin.ft.	25.00	3,125.00
Extra for Pipe Under Pavement	60	lin.ft.	4.00	240.00
8-inch Metal Drain Pipe	150	lin.ft.	2.50	375.00
8-inch Perforated Metal Drain Pipe	4,500	lin.ft.	2.50	11,250.00
6-inch Perforated Drain Pipe	2,400	lin.ft.	2.00	4,800.00
Special Backfill in Drains	700	cu.yds.	6.00	4,200.00
18-inch Culvert End Sections	5	only	50.00	250.00
Salvage and Reinstall Culvert Pipe	45	lin.ft.	3.00	135.00
1-inch Electrical Conduit	45	lin.ft.	2.50	112.50
Concrete Inlets, Type G	4	only	100.00	400.00
Class "A" Concrete	38	cu.yds.	60.00	2,280.00
Metal Reinforcement	6,300	lbs.	0.15	945.00

Oregon State Highway Department

Federal Aid
Project No. I-5-2(29)116

ROBERTS MOUNTAIN SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 9, 1963

Type Code 6201
Roadway (Sta. 2905+00 to Sta. 3006+31.13)

Clearing and Grubbing	All	Required	$	$ 35,000.00
Drainage Excavation, Unclassified	3,230	cu.yds.	3.00	9,690.00
Embankment Foundation Excavation, Unclassified	18,500	cu.yds.	0.85	15,725.00
General Excavation, Unclassified	972,800	cu.yds.	0.75	729,600.00
Short Overhaul	4,887,000	yd.sta.	0.01	48,870.00
Long Overhaul	153,000	C-yd.sta.	0.40	61,200.00
Selected Granular Backfill in Place	18,500	cu.yds.	1.50	27,750.00
Step Terracing for Embankment Stabilization	11	acres	200.00	2,200.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	5,160	lin.ft.	0.25	1,290.00
Seeding	46	acres	150.00	6,900.00
Mulching	46	acres	175.00	8,050.00
Grass Seed, Creeping Red Fescue	500	lbs.	0.60	300.00
Grass Seed, Chewings Fescue	350	lbs.	0.60	210.00
Grass Seed, Perennial Ryegrass	130	lbs.	0.60	78.00
Grass Seed, Newport Bluegrass	230	lbs.	1.00	230.00
Dutch White Clover	130	lbs.	1.50	195.00
Inorganic Fertilizer, 10-16-8	180	cwt.	8.00	1,440.00
18-inch Concrete Pipe	15	lin.ft.	5.00	75.00
24-inch Concrete Pipe	45	lin.ft.	6.50	292.50
12-inch Corrugated Metal Pipe	860	lin.ft.	3.75	3,225.00
18-inch Corrugated Metal Pipe	1,050	lin.ft.	5.00	5,250.00
24-inch Corrugated Metal Pipe	20	lin.ft.	7.50	150.00
48-inch Corrugated Metal Pipe	125	lin.ft.	25.00	3,125.00
Extra for Pipe Under Pavement	60	lin.ft.	4.00	240.00
8-inch Metal Drain Pipe	150	lin.ft.	2.50	375.00
8-inch Perforated Metal Drain Pipe	4,500	lin.ft.	2.50	11,250.00
6-inch Perforated Drain Pipe	2,400	lin.ft.	2.00	4,800.00
Special Backfill in Drains	700	cu.yds.	6.00	4,200.00
18-inch Culvert End Sections	5	only	50.00	250.00
Salvage and Reinstall Culvert Pipe	45	lin.ft.	3.00	135.00
1-inch Electrical Conduit	45	lin.ft.	2.50	112.50
Concrete Inlets, Type G	4	only	100.00	400.00
Class "A" Concrete	38	cu.yds.	60.00	2,280.00
Metal Reinforcement	6,300	lbs.	0.15	945.00

Concrete End Pieces	1	only	$200.00	$ 200.00
Asphaltic Concrete Curbs	3,400	lin.ft.	0.85	2,890.00
Asphaltic Concrete Traffic Markers, Type "L"	460	lin.ft.	1.00	460.00
Metal Guard Rail	10,500	lin.ft.	2.50	26,250.00
Metal Median Barrier	11,000	lin.ft.	3.75	41,250.00
Rail End Pieces	20	only	5.00	100.00
Guard Rail Blocks	90	only	1.50	135.00
Salvage and Stockpile Guardrail	11,300	lin.ft.	1.00	11,300.00
Guide Posts, W-1	60	only	7.00	420.00
Type 2 Fence	460	rods	7.50	3,450.00
Coarse Crushed Material in Base	46,800	tons	1.40	65,520.00
3/4"-0 Material in Base	6,700	tons	1.50	10,050.00
Sprinkling	1,850	M-gal.	3.00	5,550.00
Plant-Mix Bituminous Base	7,700	tons	3.80	29,260.00
Asphalt in Bituminous Base	310	tons	34.00	10,540.00
Asphaltic Concrete Mixture	19,400	tons	4.00	77,600.00
Asphalt in Mixture	1,070	tons	34.00	36,380.00
RS-2 Asphalt	5	tons	75.00	375.00
Vertical Alternate Flashing Beacon	1	only	500.00	500.00
				$1,311,063.00
Flagging (57½% of Contractors Cost)	All	Required		$ 7,500.00
Slide Correction	All	Required		100,000.00
				$ 107,500.00
Utilities				
Work by Pacific N.W. Bell Tel. Co.	All	Required		$ 5,000.00
		Subtotal		$1,423,563.00
		10% Engr. & Cont.		142,356.00
		Total		$1,565,919.00

Length of Roadway - - - - - - - - - - -1.898 miles
Cost of Roadway per Mile- - - - - - -$825,036.35

Federal Funds -	$1,440,000.00
State Funds -	125,919.00
	$1,565,919.00

RECEIVED
MAY 13 1969
FOR FILING

I-5-2(29)116
7216

May 13, 1969

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

Enclosed are three copies of Contract No. 7216 for $54,065 awarded to you by the State Highway Commission on April 22, 1969. This contract is for grading and paving the Roberts Mountain Slide Section of the Pacific Highway in Douglas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 24, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Enclosure

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
C. T. Keasey
John Hagedorn

RECEIVED
APR 30 1969

Thaddeus Bruno, Member
Portland

I-5-2(29)116
7216

April 30, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of April 21, 1969, is requested in the award of contract for the Roberts Mtn. Slide Section, Project No. I-5-2(29)116.

The contractor receiving the award is Roseburg Paving, Inc. in the amount of $54,065.00, with Contract No. 7216 assigned. This bid was received on April 17, 1969, and awarded April 22, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads Endorsement
Date____________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:jb

RECEIVED
APR 14 1969
FOR FILES

I-5-2(29)116
7-316

April 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

The following projects were advertised for bids without the certification to you for clearance from the required public agencies interested in wildlife protection, recreation and historical resources.

We now certify we have the proper clearance in compliance with IM 21-5-63. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

I-5-2(29)116	Roberts Mtn. Slide Section
I-5-4(67)235	Devers Rd.-N. Albany Int. Section
I-80N-2(47)48	W. Wyeth Weigh Station Illumination
F-RF-111(11)	N. Fk. Coquille River (Myrtle Point) Bridge Section
FLH-3(19)	Blue Mountain Pass-Jackson Creek Section

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RECEIVED
APR 8 - 1969
FOR FILING

I-5-2(22)116

7216

April 7, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Roberts Mountain Slide Section, Pacific Highway, Your Reference: 08-35-DB

In reply to your letter of March 20 concerning this project, please be advised that our plans are being revised to include a final stage asphalt concrete wearing course, thickness 2 inches.

The guardrail to be installed will be constructed to our standard height of 21 inches to center of the rail member. The median barrier will be constructed to a height of 19 inches as indicated on the plans since the adjacent median barrier is at the 19-inch height.

If extra length posts with one additional hole were to be required, they would be 4 inches longer to match the future adjustment of the adjacent barrier at the time the overlay is placed on the adjacent sections. We consider the 4-inch protrusion of the post above the rail member to be objectionable when it occurs for such a short distance. This objectionable feature would be eliminated by adjusting the median barrier in the future.

The cost of making the adjustment of the median barrier of this section to the proper height in the future should cost little more than the extra length posts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
L. H. Young

FET:ak srb

RECEIVED
APR 1 - 1969
FOR FILING

Memorandum

U.S. [illegible] SPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 20, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-5-2(29)116
Roberts Mountain Slide Section
Pacific Highway
Grading and Paving

PS&E documents on this project have been reviewed and recommended for approval. The following comments are offered for your consideration in preparing the final contract documents.

This project falls within a section which you have previously indicated a need for an additional 4-inch overlay. The 2-inch overlay provided for this project will be considered as a portion of the future overlay. If you have performed tests and have compiled sufficient support data to justify a 4-inch overlay we recommend that an additional 2 inches be shown on the typical section as future stage construction. If this is done, we would be interested in reviewing your support data.

In any case we recommend consideration be given to providing posts of 2 inches additional height with an extra hole to facilitate future median barrier and guardrail adjustment in the event that an additional 2 inches of pavement is warranted. This would not be considered unsightly and should involve a minimum of added cost.

We note that your summary of bid items calls for two guardrail terminal anchors while the plan layout would require three. This could be handled as a field overrun of this item and should not require a change in bid tabulation quantities.

REFERRED TO
Barbee - Young
By Asst. State Hwy. Engr.
3-25-69

RECEIVED
MAR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 8 - 1969
FOR FILING

5-26-67

FEDERAL
BUREAU OF PUBLIC ROADS

I-5-2(29)116

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-2(29)116

SECTION: ROBERTS MOUNTAIN SLIDE SECTION

WORK : GRADING & PAVING

COUNTY : DOUGLAS

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

12/6

Klaboe

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: MARCH 26, 1969

DATE AUTHORIZED: MARCH 26, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

☒ OTHER (SPECIFY).
AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN AMOUNT OF$2,000.00

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S MARCH 24, 1969 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

4-7-69

Young Wlare.
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE: 4-4-69

SIGNATURE OF APPROVING OFFICIAL: R. E. Simpson
R. E. SIMPSON

TITLE: DIVISION ENGINEER

RECEIVED
MAR 26 1969
[illegible]

March 24, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Complete P. S. & E. documents have been submitted to your department for the following Federal-aid projects, and accordingly we are requesting authorization to advertise for bids to be received April 17, 1969:

I-5-1(71)59	Grants Pass-Evans Creek Section
I-5-2([illegible])116	[illegible] Mountain Slide Section
I-5-5(67)235	Dever Road-N. Albany Interchange Section
I-80N-2(47)48	W. Wyeth Weigh Sta. Illumination
F-RF-111(11)	N. Fk. Coquille River (Mrytle Point) Bridge Section
FLH-3(19)	Blue Mountain Pass-Jackson Creek Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-63 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per FHWA Order 7-2(1).

Certifications in regard to fish and game (IM 21-5-63) and parks, recreation and historical resources will be made at a later date but prior to the bid opening.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

DAR:ia

L. H. Young
Program and Planning Engineer

RECEIVED
APR 1 - 1969
FOR FILING

(22)116

7216

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

March 25, 1969

cc's sent 3-27-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien (2)
R.D Asburry (2)
C.T. Keasey (2)
A.F. Parson (2)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plans for construction of the following projects, which were included with your letter of March 7, 1969.

1. Roberts Mountain Slide Section
   Pacific Highway, Douglas County
2. West Wyeth Weigh Station
   Columbia River Highway, Hood River County
3. N. Fk. Coquille River (Myrtle Point) Bridge Section
   Coos Bay-Roseburg Highway, Coos County
4. Hermiston-Meadow Valley Interchange Section
   FAS 911, Umatilla County
5. Lambert Bend Bridge Section
   Greenacres Road, Yamhill & Marion Counties

NOTED
F. B. KLABOE

The only project which we feel may have some effect on wildlife resources would be the N. Fork Coquille River bridge section. If proper precautions are taken to insure that silt or other pollution does not enter the stream, this should not be damaging.

The projects are approved. Thank you for allowing us to comment.

Very truly yours,
JOHN W. McKEAN
DIRECTOR
by R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js
cc: Dir. OFC

72-16

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

5-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 20, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-2(29)116
Roberts Mountain Slide Section
Pacific Highway
Grading and Paving

Routing
1 [illegible] ✓
2 Ha[illegible]
✓ Olson
Sample
3 Terpin P.
4 Swenson
Trout
Wills
Hackleman

RECEIVED
MAR 25 1969
DESIGN
DIVISION

PS&E documents on this project have been reviewed and recommended for approval. The following comments are offered for your consideration in preparing the final contract documents.

This project falls within a section which you have previously indicated a need for an additional 4-inch overlay. The 2-inch overlay provided for this project will be considered as a portion of the future overlay. If you have performed tests and have compiled sufficient support data to justify a 4-inch overlay we recommend that an additional 2 inches be shown on the typical section as future stage construction. If this is done, we would be interested in reviewing your support data.

In any case we recommend consideration be given to providing posts of 2 inches additional height with an extra hole to facilitate future median barrier and guardrail adjustment in the event that an additional 2 inches of pavement is warranted. This would not be considered unsightly and should involve a minimum of added cost.

We note that your summary of bid items calls for two guardrail terminal anchors while the plan layout would require three. This could be handled as a field overrun of this item and should not require a change in bid tabulation quantities.

Barber-Young
By Asst. State Hwy. Engr.

RECEIVED
MAR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1969
FOR...

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-2(29)116
7216

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: March 3, 1969

In reply refer to: 08-35-EC/400.1

Copy 'no' Hearing file
Klaboe

SUBJECT: Oregon I-5-2(29)116
Roberts Mt. Slide Section
Pacific Highway
Public Hearing

We have reviewed the information included in your February 28, 1969 letter concerning the status of this project. Based on this information we concur that under the provisions of Paragraph 6c no hearing is required for the subject construction project.

NOTED
F.B. KLABOE

copies to Wolfe
Young
Barber
Cox
Moehring

3-5-69

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 8 - 1969

FOR FILING

February 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Roberts Mt. Slide Section
Pacific Highway, Douglas County
Project No. I-5-2(29)116

Dear Sir:

We are forwarding one copy of construction plans for your review. The subject project is scheduled for advertising for bids to be received on April 17, 1969. A PR-9 to include slide correction work in the program will be submitted soon.

It is our opinion that public hearings are not required on this project, as set forth in PPM 20-8 par. 6c., for the following reasons:

1. This is a slide correction project, which includes shifting the pavement laterally twelve feet to the west, resurfacing, and moving the guard rail and median barrier.
2. Additional right-of-way is not necessary.
3. The change in alignment will not affect the abutting property.
4. The present six-degree curve will remain the same (it will be slightly shifted); therefore, there will not be any detrimental effects to the traveling public.
5. This is a continuation of the original project for this section of highway construction completed in 1965; the slide correction has been approved for stage construction; design was approved November 26, 1963.

May we have your concurrence that public hearings are not required for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

✓

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 6, 1968

[illegible]

To: Mr. D. J. Barbee
Design Engineer
SALEM

SUBJECT: Roberts Mountain Slide
Pacific Highway -1
Douglas County
610-1962

Attention A. D. Olson

To Terpin
2-5-69

As per instructions from John Quiner, I am transmitting a minor location survey designated as Option No. 2 of the two alternates prepared by Ken Limbocker in late 1967. Option No. 1 has been previously transmitted.

It is my understanding that Option No. 2 is considered too expensive because of the quantities involved in moving the centerline some 40 feet into the hillside. I believe that the intent was to relocate the highway almost completely on original ground in case the old slide, which has apparently stabilized, again started to move.

The current situation which has a much smaller slide area developing on the periphery of the old slide could probably be remedied by the currently discussed plan of moving the centerline only about 10 feet westerly of the existing. The data transmitted is for study of this possibility. The approximate limits of the current undermining of the pavement is shown on the detail map enclosed.

The data transmitted is listed as follows:

1	Copy Engineer's Narrative Report
3	Copies Quantity Summary
3	Copies Cost Summary
1	Copy Locating Engineer's Statement
1	Copy Surfacing Calculations

Revision by Teel filed under IV-126 in prelim. design files
Comps. in prelim. des. letter file

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
DEC 9 1968
DESIGN
DIVISION

Trout T
Wills
Hackleman
Scott
R. Olson
1 Carstensen CARSTENSEN

2	Sheets	Detail Map, 1" = 50'
1	Roll	Profile
1	Roll	Cross Sections
1	Book	Cross Sections
1	Roll	Typical Sections
1	Roll	Typical Sections for Option No. 1

William Gaddis

WILLIAM J. GADDIS
Engineer-Designer

WJG/cw
Enc.

also enclosed are print of line moving 12'-13' in critical area, co-ordinates, estimates, print of X-sections showing move, etc.

ADOlson 2/5/69

11-8308 Olex-Service Creek Rock Prod. 1969
Proj., John Day Hwy. near Condon
#7217

RECEIVED
JUL 24 1969
FOR FILING

11-8308

7217

July 24, 1969

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7217 awarded to E. H. Itschner Company for rock production on the Olex-Service Creek Section of the John Day Highway in Gilliam and Wheeler Counties was completed on June 19, 1969, and accepted by the Highway Commission on July 23, 1969.

Final payment in the amount of $1,570.86 will be released to the contractor after July 31, 1969. The total contract amount is $31,884.55 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc E. H. Itschner Co.
Route 3, Box 48
Molalla, Oregon 97038

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bcc J. F. Putnam
H. S. Coulter
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 24 1969

FOR FILING

11-8308

7217

July 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed June 19, 1969, on Contract No. 7217. The contract was with E. H. Itschner Company and was for rock production on the Olex-Service Creek Section of the John Day Highway in Gilliam and Wheeler Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 23, 1969, and that you concur in this procedure at the Commission meeting on August 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
J. F. Putnam
H. S. Coulter

srb sr

11-8308
7217

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Olex - Service Creek

WEEK ENDING: July 5, 1969

SECTION PREFIX: 11-8308

HIGHWAY: John Day

COUNTY: Gilliam & Wheeler

NAME OF JOB: Olex - Service Creek

KIND OF WORK: Rock Production

CONTRACTOR: E. H. Itschner

CONTRACT NUMBER: 7217

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: May 2, 1969

ESTIMATED COMPLETION DATE: June 19, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1

SPECIFIED WORK DAYS: N/A

WORK DAYS USED: N/A

SPECIFIED CALENDAR DAYS: N/A

CALENDAR DAYS USED: N/A

SPECIFIED COMPLETION DATE: July 1, 1969

PERCENT OF TIME ELAPSED: 94%

PROJECT AUTHORIZATION: $34,679.00

EXCLUSIVE OF ENGINEERING: $31,559.00

ENGINEERING AUTHORIZATION: $3,020.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $31,854.55

ENGINEERING COST TO DATE: $1,820.71

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ . . . . . . 0.9 %

PERCENT OF AUTHORIZATION 60.5%

DATE PROJECT WAS COMPLETED: June 19, 1969

INCLUDING ENGR. : 0.0%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000 Cu. Yd.		
TOTAL QUANTITIES CORRECTED TO DATE			9,342.96 Cu. Yd.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,342.96 Cu. Yd.		
AVERAGE DAILY QUANTITIES			400 Cu. Yd.		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Partly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY	Clear			

Routing
Morgan M
Decker
Bond
Walker W
Gochnie
Johnsen
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Finished: Moving allof their equipment out of the project.
TUESDAY	No work on this project. Job has been completed.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

J.F. Putnam, Division Engineer, waso over the project on Monday of this week.

Remaining Semi-Final Estimate Data was submitted to division office on Thursday, July 3, 1969.
This willbe the last Field Engineers Weekly Report for this project.

SIGNED J.Sawyer
J.S.Sawyer, Resident Engineer

LOCATION P.O.Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 3 - 1969
FOR FILING

11-8308

7217

May 21, 1969

E. H. Itschner Co.
Route 3, Box 48
Molalla, Oregon 97038

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7217 for rock production on the Olex-Service Creek Section of the John Day Highway in Gilliam and Wheeler Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: Great American Insurance Company
Wells-Reed-Wood-West Co.
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
J. S. Sawyer

RECEIVED
MAY 7 - 1969
FOR FIL

11-8308
7217

May 7, 1969

E. H. Itschner Co.
Route 3, Box 48
Molalla, Oregon 97038

Gentlemen:

Enclosed are three copies of Contract No. 7217 for $30,200 awarded to you by the State Highway Commission on April 22, 1969. This contract is for rock production on the Olex-Service Creek Section of the John Day Highway in Gilliam and Wheeler Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
    D. J. Barbee
    I. D. Merchant
    H. W. McCauley
    J. S. Sawyer
    J. F. Putnam

12-8332 Austin Rock Production Project 1969
on John Day and Baker-Unity Hwys.
#7218 SW of Baker

RECEIVED
SEP 29 1969
FOR FILING

12-8332

7218

September 29, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed June 26, 1969, on Contract No. 7218. The contract was with Arthur Simonsen & Company, Inc., and was for rock production on the Austin Rock Production Project Section of the John Day and Baker-Unity Highways in Grant, Baker and Malheur Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
Ivan Merchant
L. H. Young
H. S. Coulter

srb sr

RECEIVED
SEP 29 1969
FOR FILING
12-8532
7218

September 29, 1969

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

Contract No. 7218 awarded to Arthur Simonson & Co., Inc., for rock production on the Austin Section of the John Day and Baker-Unity Highways in Grant, Baker and Malheur Counties was completed on June 26, 1969, and accepted by the Highway Commission on September 29, 1969.

Final payment in the amount of $2,545 will be released to the contractor after October 6, 1969. The total contract amount is $52,697.39 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Arthur Simonson & Co., Inc.
3005 N. Third Street
Baker, Oregon 97814

Victor O. Risley Co.
Board of Trade Building
Portland, Oregon 97204

H. S. Coulter
Frank Morgan
V. E. Skoog
Attn: John Werr

12-8332

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Austin Rock Production	WEEK ENDING: July 11, 1969 SECTION PREFIX 12-8332
	HIGHWAY John Day & Baker-Unity	COUNTY Grant, Baker & Malheur
NAME OF JOB Austin Rock Production Project	KIND OF WORK Rock Production	
CONTRACTOR Arthur Simonsen & Co., Inc.	CONTRACT NUMBER 7218	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 22, 1969	DATE WORK STARTED April 28, 1969	ESTIMATED COMPLETION DATE Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 58,280.50	SPECIFIED COMPLETION DATE October 31, 1969	PERCENT OF TIME ELAPSED 34
EXCLUSIVE OF ENGINEERING: $ 53,190.50	ENGINEERING AUTHORIZATION $ 5,090.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,607.38	ENGINEERING COST TO DATE $ 4,614.88 ~~[illegible]~~	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT: OVERRUN / UNDERRUN -3 %	PERCENT OF AUTHORIZATION 91 %	DATE PROJECT WAS COMPLETED: June 26, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000		
TOTAL QUANTITIES CORRECTED TO DATE			9,164		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,164		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

FINAL REPORT

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan
Decker
Bond
~~Walker~~
Boehme
Johnsen

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 11 1969
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work by the contractor this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This contract was completed and the semi-final estimate sent to the division office on July 9, 1969.

SIGNED J. L. Blickenstaff LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 21 1969
FOR FILING

12-8332
7218

May 21, 1969

Arthur Simonsen & Co., Inc.
3005 N. Third Street
Baker, Oregon 97815

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7218 for rock production on the Austin Section of the John Day and Baker-Unity Highways in Grant, Baker and Malheur Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr
Enclosure

cc: Maryland Casualty Company
Victor S. Risley Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. F. Parson
L. V. Blickenstaff

RECEIVED
MAY 13 1969

FOR FILE
12-8332
7219

May 12, 1969

Arthur Simonsen & Co., Inc.
3005 N. Third Street
Baker, Oregon 97815

Gentlemen:

Enclosed are three copies of Contract No. 7219 for $50,900 awarded to you by the State Highway Commission on April 22, 1969. This contract is for the Austin Rock Production Project on the John Day and Baker-Unity Highways in Grant, Baker and Malheur Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Enclosure

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
A. F. Parsons
L. V. Blickenstaff

I-80N-2(47) W. Wyeth Weigh Station Sec. 1969
48 Columbia R. Hwy., E. of Cascade
#7219 Locks (Illumination)

RECEIVED
JUN 19 1970

FOR FILING

I-80N-2(47)4X

7219

June 16, 1970

Mr. G. W. Kolling
District Sales Manager
Northwestern District
The Union Metal Manufacturing Company
Room 202 - Sylvan Building
2035 S. W. 58th Street
Portland, Oregon 97221

Dear Mr. Kolling:

Re: West Wyeth Weigh Station Illumination
Contract No. 7219

Oregon City Signals, Contract No. 7277

I have your letter of June 5 explaining in detail the reasons for delay in delivery of poles to the above contracts. This is essentially the same as information submitted by the contractor along with his request for extensions of time on the contracts and was given due consideration in adjusting the contract time.

Procurement of satisfactory materials for a contract to complete the work within the time allotted is, of course, the contractor's entire responsibility and the Highway Division does not in any way exercise any control over this phase of a contract. In submitting a bid, the Division can only assume that the contractor has made arrangements to his satisfaction to obtain the necessary materials to complete the work within the time allotted.

Strikes in a contractor's material supply plant that affect manufacture and delivery of materials which occur after the award of a contract are considered to be a condition beyond the control of the contractor and as such are entitled to consideration in adjusting the contract time.

The proposals submitted by the contractor for these two contracts contained the following language:

"Examinations of Plans, Site, Conditions, Etc."

> "The bidder represents that before signing this proposal, a careful examination was made of all conditions pertaining to the work and of the plans, specifications and contract; that he has fully informed himself as to the quality of materials and character of work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials.
>
> "The State of Oregon, the State Highway Commission, its officers and employees, will in no case be responsible for any loss or for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in regard to all conditions pertaining to the work."

"To the State Highway Commission of the State of Oregon:"

> "The undersigned, as bidder, declares:
>
> That he has personally inspected the location and the site of the work and has acquainted himself with all conditions, local and otherwise, affecting it;
>
> "That he submits this proposal in accordance with the Instructions to Bidders and subject to the terms and conditions stated herein; and
>
> "That he has satisfied himself as to the quantities and conditions and understands that in signing this proposal he waives all right to plead any misunderstanding regarding the same."

Strikes occuring prior to the submission of a proposal and award of a contract are a condition existent at the time of bidding and under the above-quoted language from the contractor's proposal cannot be considered as a cause for adjustment of the contract time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:ag ja

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PLEASE REPLY TO –
ROOM 202 - SYLVAN BLDG.
2035 S.W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: (503) 292-8881

June 5, 1970

Oregon State Highway Department
State Highway Building
Salem
Oregon 97310

Attention: Tom Edwards
Assistant State Highway Engineer

Subject: State of Oregon Projects
Sims Electric Company – Contractor

Contract No. 7219
West Wyeth Weigh Station
Illumination

Contract No. 7277
Oregon City Intersections
Signalization

Dear Tom:

Both of the subject contracts were subject to assessment of liquidated damages,as a result of the time we required to deliver the poles on the projects. Due to an Operating Engineers strike affecting our Long Beach, California assembly plant, each of these projects was allowed a time extension of forty-five calendar days, the actual length this strike, plus a seven day allowance for plant start-up time, or a total of fifty-two calendar days. The actual additional time consumed was seventy-two days on contract 7219, resulting in an assessment of liquidated damages for twenty days, on that project, and an additional eighty days were consumed on contract 7277, resulting in an assessment of liquidated damages for thirty-three days.

There are two other factors involved here, however, that deserve consideration. All of our poles are manufactured at either our Fremont or Long Beach, California plants for this marketing area. However, the cold-rolled, tapered steel tubes for the pole shafts and mastarms, which are the primary components, must be rolled at our Canton, Ohio plant. As a result of a strike by the United Steel Workers, our Canton, Ohio plant was closed for the period from October 31st, 1968, to February 8th, 1969. Although a seven day start-up time for a typical manufacturing plant would appear to be realistic, it was, in fact, necessary to stop all shipment of steel into our plant, since, obviously, they could not be received. The steel mills, of course, had no alternative but to cancel all of our open orders for steel and we had to therefore reorder after settlement of this strike, with steel schedules at that time running sixty to ninety days, depending on type. What steel we had in inventory was rapidly consumed and during the period when our Ohio plant received the orders for the tubes on the jobs, their normal eight week lead time was running fourteen to sixteen weeks, as a result of the current steel mill schedules. As you can see, it was necessary to interrupt a regular inventory turnover, in ordering steel for the period of the strike - the effect of this was not felt until that period during which the orders for the two contracts were in process. This is a situation that, although it is outside the actual period during which this plant was closed by a strike, is a direct result of the strike and had the strike not taken place, we would not have experienced any delays in receiving regular inventory shipments of steel.

Even more directly affecting these two contracts was the fact that the forty-five day strike at our Long Beach, California plant was during the summer of 1969 - a period during which U.S. Bureau of Labor statistics will confirm had the highest rate of employment of blue-collar workers ever recorded. In California, there was a severe shortage of certified welders during this period and we gradually lost the majority of our welders over this forty-five day period to other industries not affected by the Operating Engineers strike. The facts were that although this strike was settled on September 2nd, on October 1st, we had but 30% of our normal force of welders and on November 15th, it was up to only 70%, in spite of the fact that, of course, we were taking all the certified welders the union could provide, with a standing request with the union for certified welders for a continuous three-month period, which it took them to provide us with a full force of welders.

Further, there are component parts - such as cast iron pole tops, stamped handhole covers, etc. - which are purchased from outside specialty manufacturers on an automatic shipment inventory turnover basis. Since these shipments had to be interrupted, the situation was much the same as that on obtaining steel at our Ohio plant. That is, when it became necessary to cancel these orders, because we were unable to accept shipments, we then had to place new orders after the strike was settled and were without these components during that period of these outside suppliers initial delivery times.

In essence, although a seven day start-up time is a realistic period to get machinery working and production moving, there are the other factors, as outlined above, that are a direct effect of a strike of any length and are literally beyond the manufacturer's control, considering the complexity of industry today and the demands on and pace of industry, particularly during that highest period of the economy.

This is not a request for any special consideration, but rather an effort to establish that there are factors immediately following a strike that are a direct effect of that strike and could not have taken place had there not been a strike, that I feel are justifiable considerations in a situation such as this. Sims Electric Company has a state-wide reputation as a conscientious and reliable contractor. They did everything possible to install this contract just as promptly as they were physically able. At the same time, I also feel Union Metal did everything possible to ship the poles required as promptly as it was feasibly possible to do so, within the limitations and extraordinary conditions beyond the actual period of our strikes, as outlined above.

I would appreciate your giving sincere consideration to the possibility that these foregoing circumstances are, in reality, the direct effect of the strikes, as outlined, and do justify the elimination of any liquidated damages assessed against Sims Electric Company, on these two projects.

Thank you for your consideration.

Very truly yours,

G. W. Kolling
District Sales Manager
Northwestern District

GWK:gh

RECEIVED
JUN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1970
FOR FILING

I-80N-2(47)4/8

7219

April 29, 1970

Maryland Casualty Company
Baltimore,
Maryland 21203

Gentlemen:

A post-final payment for $1,560.00 will be made to Sims Electric, Inc., on Contract No. 7219 for illumination installation at the West Wyeth Weigh Station on the Columbia River Highway in Hood River County as soon as the warrant is prepared.

The total amount paid on this contract will be $15,475.64 including the post-final payment. Of the total, $275.64 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

cc: Sims Electric, Inc.
Bailey & De Bernardi Insurance Agency

F. D. Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
JUN 2 - 1970

I-80N-2(47)
7219

April 28, 1970

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on April 21, 1970, considered your request for an additional 72 calendar days on Contract No. 7219 for illumination installation at the West Wyeth Weigh Station on the Columbia River Highway in Hood River County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 52-day extension, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc F. D. Morgan
Ivan Merchant
V. E. Skoog
L. W. Rulien
Robert Shotwell
Bureau of Public Roads

RECEIVED
APR 16 1970
FOR FILING

I-80N-2(47)47

7219

April 16,1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 4
April 21, 1970 meeting

Sims Electric Incorporated, contractor for the construction of the West Wyeth Weigh Station Illumination on the Columbia River Highway in Hood River County, Contract 7219, has requested that he be granted an additional 72 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay in delivery of poles as his reason for failure to complete the work on time.

The contract was awarded April 29, 1969, and allotted 180 calendar days to complete the work, which foresaw a completion date of November 19, 1969. The work was completed January 30, 1970, with 252 calendar days charged. This is a 72-day overrun.

Union Metal Manufacturing Company was the contractor's pole supplier. Its Long Beach, California, plant was closed by strike during the period July 19, 1969, to September 2, 1969, a total of 45 calendar days. Allowing a seven-day start-up time to get back in production after an extended strike is reasonable. This constitutes a 52-day delay to the contractor's operation.

I recommend that the contractor be granted a 52-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 20 days consumed. This amounts to an assessment of $600.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
V. E. Skoog
L. W. Rulien

CAG:smd sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7219 Contractor Sims Electric, Inc.

Highway Columbia River

Section West Wyeth Weigh Station

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows: Grant 52-day extension without assessment of liquidated damages because of strike in pole manufacturer's plant. Assess liquidated damages for remaining 20 days consumed.

Recommended for Approval:

Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

Asst State Highway Engineer

Contract No. 7219

Project designation I-80N-2(47)48
State-Federal

Date awarded April 29, 1969

Work started November 3, 1969

Per cent completed 100% 1-30-70 ~~50% Dec. 12, 1969~~
Date

No. of Workdays Allowed 180

No. of Workdays Used ~~[illegible]~~ 252

No. of Added Workdays Requested ~~60~~ 72

State Printing 27989

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 22 1969 PM
8,9,10,11,12,1,2,3,4,5,6

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 19, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 240 days, within which to complete our Contract No. 7219, without the assessment of liquidated damages. The said contract is described as follows: Illumination installation, West Wyeth Weigh Station, Columbia River Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Work prevented from June 9, 1969 through January 11, 1970 because of strikes at the pole manufacturer's plant, making it impossible for the poles to be delivered. Attached is Pacific Union Metal Divisions letter of 11/17/69 which outlines the scope of the strikes. After the tubes are received at Long Beach the poles must be fabricated, then shipped to Portland for galvanizing, then shipped to the job for installation.

Respectfully submitted,

SIMS ELECTRIC, INC.
Contractor

By Ray O. Sims
Ray O. Sims, President

CONSENT OF SURETY

Date November 24, 1969

We, MARYLAND CASUALTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. K. Bailey
J. K. Bailey Attorney-in-fact

(SEAL)

J. K. Bailey
J. K. Bailey Resident Agent

RECEIVED
APR 6 - 1970
FOR FILING

I-80N-2(47)48

7219

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 31, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon I-80N-2(47)48
West Wyeth Weigh Station
Contract 7219

Since the contractor's operation was delayed by an extended labor dispute, the 52-day extension is allowed. I also agree with the assessment of $600 for the remaining 20-day overrun.

NOTED
TOM EDWARDS

Copy
Ivan Merchant
Constr.
4-6-70

RECEIVED
APR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 27 1970
FOR FILING

I-80N-2(47)48

7219

March 27, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97301

Dear Mr. Simpson:

Re: West Wyeth Weigh Station
Contract 7219
FAP I-80N-2(47)48

The above contract was awarded April 29, 1969 and allotted 180 calendar days to complete the work, which forcast a completion date of November 19, 1969. The work was completed January 30, 1970, with 252 calendar days charged. This is a 72-day overrun.

Union Metal Manufacturing Company was the contractor's pole supplier. Their Long Beach, California plant was closed by strike during the period July 19, 1969 to September 2, 1969, a total of 45 calendar days. Allowing a 7-day start-up time to get back in production after an extended strike is reasonable. This constitutes a 52-day delay to the contractor's operation.

With your concurrence I propose to recommend to the Highway Commission that the contractor be granted a 52-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 20 days consumed. This amounts to an assessment of $600.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

CAG:dh mc
bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan D. Merchant

RECEIVED
MAR 17 1970
FOR FILING

I-80N-2(47)48

7219

March 17, 1970

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

On March 16, 1970, we wrote to you concerning release of final payment on Contract No. 7219 awarded to Sims Electric, Inc., for illumination installation on the West Wyeth Weigh Station Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $1,065.64 and the total contract amount is $13,915.64 including $275.64 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey and De Bernardi Insurance Agency
830 S. E. Rose
Roseburg, Oregon 97470

L. W. Rulien
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr

c

RECEIVED
MAR 16 1970

FOR FILING

I-80N-2(47)48

7219

March 16, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed January 30, 1970, on Contract No. 7219. The contract was with Sims Electric, Inc., and was for illumination installation on the West Wyeth Weigh Station Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This matter will be on the agenda for the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
V. E. Skoog
F. D. Morgan
L. H. Young
L. W. Rulien

srb sr

I-80N-2(47)48
7219

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: West Wyeth Weigh Station
WEEK ENDING: February 7, 1970
SECTION PREFIX: 614-1076
HIGHWAY: Columbia River
COUNTY: Hood River
NAME OF JOB: West Wyeth Weigh Station
KIND OF WORK: Illumination Installation
CONTRACTOR: Sims Electric Inc.
CONTRACT NUMBER: 7219
FEDERAL AID PROJECT NUMBER: I 80N-2(47)48
DATE OF CONTRACT: April 29, 1969
DATE WORK STARTED: November 3, 1969
ESTIMATED COMPLETION DATE: - -
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: -
WORK DAYS USED: -
SPECIFIED CALENDAR DAYS: 180
CALENDAR DAYS USED: 252
SPECIFIED COMPLETION DATE: - -
PERCENT OF TIME ELAPSED: 140.0%
PROJECT AUTHORIZATION: $ 18,091.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90%
EXCLUSIVE OF ENGINEERING: $ 16,511.00
ENGINEERING AUTHORIZATION: $ 1,580.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,700.00
ENGINEERING COST TO DATE: $ 1,183.64
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83.1%
DATE PROJECT WAS COMPLETED: January 30, 1970
ESTIMATED PERCENT: OVERRUN [redacted] 1.04 %
PERCENT OF AUTHORIZATION: 75 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

February		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Cloudy	0		
MONDAY	2	"	0		
TUESDAY	3	"	0		
WEDNESDAY	4	"	0		
THURSDAY	5	Rain	0		
FRIDAY	6	"	0		
SATURDAY	7	"	0		

RECEIVED
FEB 9 1970
CONSTRUCTION
DIVISION

Routing
Morgan
Decker
Bond
Walker
Jochims
...ner
Pea...
Swan
Glenn
Litchfield
Gallagher
Stein

February	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 1	No Activity
MONDAY 2	Final inspection was made today by A. C. Harwood and Robert Cunningham representing The State Highway Dept. and Pat O'Neil and Paul Scott representing The Bureau of Public Roads.
TUESDAY 3	No Activity
WEDNESDAY 4	No Activity
THURSDAY 5	No Activity
FRIDAY 6	No Activity
SATURDAY 7	No Activity

REMARKS

Status of the Project: All Work Completed.
Final Inspection made Feb. 2, 1970.
Semi-final to be submitted about Feb. 20,1970

SIGNED ______ LOCATION Portland
R. O. Cunningham, Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
FEB 11 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-2(47)48
7219

February 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7219
Prefix 614-1076
FAP I-80N-2(47)48

Dear Sir:

All work under Contract No. 7219, West Wyeth Weigh Station Section of the Columbia River Highway in Hood River County, was completed on January 30, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date February 6, 1970

Conditions noted on above date:

The contract work was inspected on February 2, 1970 and found satisfactory according to the plans and specifications. Acceptance of the project is recommended.

R. E. Simpson
Division Engineer

for

RECEIVED
FEB 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc Forrest Cooper
F. D. Morgan

RECEIVED
~~DEC~~ 5 - ~~1969~~
Jan. 1970
FOR FILING

I-80N-2(47)48
7219

8085

December 31, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: W. Wyeth Weigh Station
Columbia River Highway
Oregon Project I-80N-2(47)48
Contract No. 7219
Your File 08-35-DA

Dear Sir:

Reference is made to the report of unsatisfactory progress on the West Wyeth Weigh Station Illumination Project.

Delays in delivery of poles occasioned by labor disputes and plant equipment breakdown are given as reasons for unsatisfactory progress. This office intends to recommend additional time based on the labor dispute, but considers this equipment breakdown as under the control of the contractor.

It is anticipated that the poles will be delivered early in January and will be erected shortly thereafter. It is also anticipated that liquidated damages will be assessed for time required after January 7, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

AAR:jf ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 16, 1969

In reply refer to: 08-35-DA

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-80N-2(47)48
West Wyeth Weigh Station
Columbia River Highway

The initial inspection report on this project as submitted by our Area Engineer indicates unsatisfactory progress. The time elapsed is 109 percent while work completed stands at 47 percent. The report indicates delays in luminaire delivery as a possible reason for justification of a time extension.

REFERRED TO
Edwards
BY ASST. STATE HWY. ENGR.

a "bridge" job

Merchant
RD

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 23 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 22 1969
RECEIVED
FOR FILING
STATE HIGHWAY ENGINEER

I-80N-2(47)48

7269

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Funds are [illegible]
Date 1 AUG 1969
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name West Wyeth Weigh Station	Date August 19, 1969
Highway Columbia River	Contract No. 7219
County Hood River	Prefix 614-1076
Contractor Sims Electric, Inc.	F. A. Project No. I-80N-2(47)48
Address 721 S. E. Oak Avenue, Roseburg, Oregon 97470	Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide pole #5 and pole #6 to illuminate the weigh station area at night controlled by photo-electric relay.

Location by station numbers:

Illumination pole no. 5 Sta: SE 409+50
Illumination pole no. 6 Sta: SE 412+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor, Equipment & Materials	$600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract did not provide for installation of photo-electric controlled circuit. District Maintenance Supervisor requested that area be lit at night for safety features. Work to be done in accordance with applicable sections of special provisions and standard specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 18,091.00	
Present estimate of project cost, including $ 600.00 for work under this order	$ 19,280.00	
Expected ~~under-run~~ over-run amount	$ 1,189.00	
Expected ~~under-run~~ over-run per cent	6.6	

Submitted by: /s/ R. O. Cunningham
Resident Engineer
R.O. Cunningham
Resident Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~XXXXXXXXXXXXXXXX~~
Bridge Engineer

Approved: /s/ F. D. Morgan ✓ 9-15-69
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
Construction Engineer

SP*23577-734

Form E-200—5M

RECEIVED
JUL 1 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(47)48
7219

STATE COPY G-1P

Contingent upon modification of project agreement if additional
30 JUN 1969
Date
Dist. Engineer
Title
U.S. Bureau of Public Roads

C

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Wyeth Weigh Station
Date June 23, 1969
Highway Columbia River
Contract No. 7219
County Hood River
Prefix 614-1076
Contractor Sims Electric, Inc.
F. A. Project No. I-80N-2(47)48
Address 721 SE Oak Avenue, Roseburg, Oregon 97470
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participating in contractors flagging costs in accordance with provisions of the contract.

Location by station numbers:

Throughout project: Sta. 399 thru 416.

Morgan
sent to Morgan
7-18

Estimate of quantities and cost:

Flagging - - - - - - - - - - - $300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In accordance with General Special Provisions, February, 1969, article 7.30(a) and (f) flagmen will be paid for on a force account basis as extra work in the manner and in the amounts specified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$18,091.00
Present estimate of project cost, including $300.00 for work under this order	$18,091.00
Expected under-run over-run amount	$0.00
Expected under-run over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for
~~Construction Engineer or~~ Bridge Engineer

Approved: /s/ F. D. Morgan
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Construction Engineer

SP*23577-734

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-4

PROJECT REPORT NO. 4

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

3-26-69

STATE Oregon

COUNTY Hood River

PROJECT NO. I-80N-2(47)48

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Wyeth Weigh Station Illumination Installation.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-26-69	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,380	$ 16,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)
for: R. E. Simpson

Date executed by Division Engineer MAY 26 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid Project
No. I-80N-2(47)48

WEST WYETH WEIGH STATION ILLUMINATION INSTALLATION ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project agreement estimate.

Salem, Oregon, May 15, 1969

Type Code Y030
Illumination Installation (Sta. 399+25 to Sta. 420+40) (Contract No. 7219)

Temporary Protection and Direction of Traffic	All Required	$ 100.00
Roadway Illumination Installation, Complete	All Required	15,700.00
		$15,800.00
	10% Engr. & Cont.	1,580.00
	Total	$17,380.00

Length of Project 0.00 mile

Federal Funds		$16,000.00
State Funds		1,380.00
	Total	$17,380.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

6

Gr1-100%

Oregon State Highway Dept

Federal Aid
Project No. I-80N-2(47) 48

115 West Wyeth Weigh Station Illumination Installation
115 on the Columbia River Highway in Hood River County

Project agreement estimate

Salem, Oregon ...., 1969

Type Code X030

Illumination Installation (Sta. 399+25 to Sta. 420+40)(Contract No. 7219)

Temporary Protection and Direction of Traffic	All Required	$	100.00
Roadway Illumination Installation, Complete	"	"	15,700.00
		$	15,800.00
10% Engr. & Cont.			1,580.00
Total		$	17,380.00

Length of Project 0.00 mile

Federal Funds	$	16,000.00
State Funds		1,380.00
Total	$	17,380.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
" 529, " 1939.

State Funds for Maint.: " ", " ".

RECEIVED
MAY 22 1969

~~FOR File~~

I-80N-3(47)48
7219

C

May 21, 1969

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7219 for illumination installation on the ~~West~~ Wyeth Weigh Station on the Columbia River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosure

cc: Maryland Casualty Company
Bailey & DeBernardi Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
L. W. Rulien
C. O. Fredrickson

RECEIVED
MAY 13 1969

FOR FILING

I-80N-2(47)48
7219

May 13, 1969

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

Enclosed are three copies of Contract No. 7219 for $15,800 awarded to you by the State Highway Commission on April 29, 1969. This contract is for illumination installation on the West Wyeth Weigh Station on the Columbia River Highway in Hood River County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 24, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
    D. J. Barbee
    I. D. Merchant
    H. W. McCauley (SIAC)
    C. O. Fredrickson
    L. W. Rulien

RECEIVED
MAY 1 - 1969

[illegible]

Thaddeus Bruno, Member
Portland
I-80N-2(47)48
7219

April 30, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of April 29, 1969, is requested in the award of contract for the West Wyeth Weigh Station Section, Project No. I-80N-2(47)48.

The contractor receiving the award is Sims Electric Inc., in the amount of $15,800.00, with Contract No. 7219 assigned. This bid was received on April 17, 1969, and awarded April 29, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads Endorsement
Date_______________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

RECEIVED
APR 28 1969

FOR FILING

I-80N-2(47)48
7219

April 25, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

West Wyeth Weigh Station
(Illumination Installation)
Columbia River Highway
Hood River County
Project No. I-80N-2(47)48

Dear Sir:

Tentative concurrence is requested in the award of contract for the subject project.

Sims Electric, Inc., of Roseburg, submitted the low and only bid of $15,800.00, which is $1,500.00 (10.4%) over the Engineer's estimate of $14,300.00.

The bid of $1,500 over our estimate is a result of several things, and is not due to any one specific item. Our estimate was based on painted steel posts, which were later changed to galvanized steel posts; this would add approximately $250 to the estimate. Other items in the estimate appear to have been estimated somewhat low also. The contractor may be slightly high in his bid; however, due to a general lack of interest in illumination projects by electrical contractors, we feel it is in the public interest to award the project at this time and not expend more public funds on advertising.

Two copies of the bid tabulations are enclosed. If further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
L. E. George
R. N. Chase

DAR:ia

RECEIVED
APR 8 - 1969

FEDERAL ... ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR ... G

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-80N-2(47)48

TO:
MR. FORREST E. COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

7219

Klaboe 3-26-69

PROJECT: I-80N-2(47)48

SECTION: WEST WYETH WEIGH STATION

WORK : ILLUMINATION

COUNTY : HOOD RIVER

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
MARCH 26, 1969	MARCH 26, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S MARCH 24, 1969 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

P.S.& E. DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. B. KLABOE

4-7-69

Young W/encl.
Asst. State Hwy. Engr

RECEIVED
APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-69	R. E. Simpson R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
APR 1 - 1969

I-80N-2(47)48

7219

GAME
COMMISSION
OFFICE OF THE DIRECTOR

P. O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

March 25, 1969

cc's sent 3-27-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien (2)
R.D Asburry (2)
C.T. Keasey (2)
A.F. Parson (2)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plans for construction of the following projects, which were included with your letter of March 7, 1969.

1. Roberts Mountain Slide Section
   Pacific Highway, Douglas County

2. West Wyeth Weigh Station
   Columbia River Highway, Hood River County

3. N. Fk. Coquille River (Myrtle Point) Bridge Section
   Coos Bay-Roseburg Highway, Coos County

4. Hermiston-Meadow Valley Interchange Section
   FAS 911, Umatilla County

5. Lambert Bend Bridge Section
   Greenacres Road, Yamhill & Marion Counties

The only project which we feel may have some effect on wildlife resources would be the N. Fork Coquille River bridge section. If proper precautions are taken to insure that silt or other pollution does not enter the stream, this should not be damaging.

The projects are approved. Thank you for allowing us to comment.

Very truly yours,

JOHN W. McKEAN
DIRECTOR
by R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

RECEIVED
MAR 12 1969
FOR

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(47)48 Klaboe
7219

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 7, 1969

In reply refer to: 08-35-EC/400.1

Copy 'No' Hearing file

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(-)48
West Wyeth Weigh Station Illumination
Public Hearing

We have reviewed the information included in your February 28, 1969 letter concerning the status of this project. Based on this information we concur that under the provisions of paragraph 6c of PPM 20-8 no hearing is required for the subject construction project.

3-12-69
REFERRED TO
Young Barber - Cy
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible] 1969

February 23, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

West Wyeth Weigh Station
Illumination
Project No. I-80N-2(-)48

Dear Sir:

We hereby request your concurrence that hearings are not required for the West Wyeth Weigh Station Illumination Project, I-80N-2(-)48, under the provisions of paragraph 6c. of PPM 20-8 dated January 14, 1969, as the project requires no additional right of way, does not affect the abutting property, and does not change the function of the existing facility.

The work under the project consists of installation of lineal illumination of the ramps to the existing West Wyeth Weigh Station in order to facilitate night operations. The proposed illumination was approved under Mr. Brooks' letter of December 23, 1968. The entire project is confined to within the existing right of way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:ia

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

RECEIVED
MAR 6 - 1969

~~[illegible]~~

Thaddeus Bruno, Harbor
Portland

I-80N-2(47) 48
7219

March 3, 1969

[illegible] Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate project, item 574, Project I-80N-2(47)48, West Wyeth Weigh Station Illumination which we desire to have included in the Federal-Aid Interstate Highway Program.

It is present intention to receive bids for this project on April 17, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

RHC:vr

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID P

(PPM 2

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 4.4 mi. East of Cascade Locks 21 65	**ADT**	PRESENT 6,700	FUTURE 14,800 (66) (70)	YEAR 89 (71)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Illumination Installation 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. – (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Hoo	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53	I-80N 4.4 mi. East of Cascade Locks	(54) (58)	(59) (66)	(67) (7
5					**PE**					
5					**ROW**		(West Wyeth Weigh Station)			
5					**CONST** (CODE)			0.0	14,000	12,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	14,000	12,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

I-80N-2(35)43. The proposed illumination
dated 12-23-68. Note: Public Hearings n
PPM 20-8.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Locks	**ADT**	6,700	14,800	89	08	Oregon	35	042	574

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I	80-2	(47)	48	N

COUNTY NAME	CODE
Hood River	027

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N		I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Installation of lineal illumination of on and off ramps to facilitate night operation of the weigh station.
0.0	14,000	12,800	1,200		ROW - 300' normal. Access Control-Full; Parking Restrictions Complete.
0.0	14,000	12,800	1,200		

REMARKS Additional Data: Item 449, Project I-80N-2(35)43. The proposed illumination of subject weigh station approved under BPR Ltr. dated 12-23-68. Note: Public Hearings not required under provisions of paragraph 6. c. of PPM 20-8.

USCOMM DUSCOMM-DC 48903-P6

RECEIVED
JAN 9 1969
FOR FILING

I-80N-2(47)48
7219

1139

January 8, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-2(-)
West Wyeth Weigh Station
Proposed illumination

Dear Sir:

This will acknowledge your letter of December 23 suggesting elimination of the proposed lights at Stations 414+70 and 417+25.

These lights will be deleted from our final plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. E. Young

VPJ:ji ja

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
JAN 3 - 1969
TRAFFIC ENGINEER

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 23, 1968

In reply refer to: 08-35-DA

B C Brooks

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

E Edwards

SUBJECT: Oregon Project I-80N-2(-)
West Wyeth Weigh Station
Proposed Illumination

Mr. Edwards by letter dated December 12, 1968 submitted a plan showing proposed illumination of the subject weigh station for our review and approval.

There is no objection to the illumination of the weigh station; however, the layout submitted appears quite extensive. It is felt that satisfactory results could be obtained with two less lights on the exit ramp. We would suggest elimination of the proposed lights right of Stations 414+70 and 417+25. This revised layout would conform with previously approved lighting plans for truck scale sites along Interstate routes.

Bud / RJA

copy - Young

RECEIVED
JAN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 12 1968
FOR FILING

I-80N-2(47)48
7219

December 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a plan showing proposed illumination of the West Wyeth Weigh Station on Interstate 80N. The estimated cost is $14,000.

This weigh station is operated on a random basis and nighttime operation is included. Illumination is necessary for the safe and efficient operation of the freeway at the exit and entrance to the weigh station.

Your approval of the plan as an Interstate project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

VPJ:ji ja

15-8326 Lincoln Rock Production Project 1969
on Green Springs Hwy. E. of Ashland
#7220

RECEIVED
OCT 10 1969
FOR FILING

15-8326
7220

October 10, 1969

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7220 awarded to Mal Barlow for the Lincoln Rock Production Project on the Green Springs Highway in Jackson County was completed on September 3, 1969, and accepted by the Highway Commission on October 10, 1969.

Final payment in the amount of $1,545 will be released to the contractor after October 17, 1969. The total contract amount is $31,036.03 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Mal Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

C. T. Keasey
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
OCT 10 1969
FOR FILING

15-8326

7220

October 10, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 3, 1969, on Contract No. 7220. The contract was with Mel Barlow and was for the Lincoln Rock Production Project on the Green Springs Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 10, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L.Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

15-8326
7220

FORM E.1 REV. 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lincoln Rock Production
WEEK ENDING: September 27, 1969
SECTION PREFIX: 15-8326
HIGHWAY: Green Springs
COUNTY: Jackson
NAME OF JOB: Lincoln Rock Production
KIND OF WORK: Rock Production
CONTRACTOR: Mel Barlow
CONTRACT NUMBER: 7220
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22, 1969
DATE WORK STARTED: June 12, 1969
~~XXXXXXX~~ COMPLETION DATE: September 3, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: October 1, 1969
PERCENT OF TIME ELAPSED: 83
PROJECT AUTHORIZATION: $35,380.50
EXCLUSIVE OF ENGINEERING: $32,290.50
ENGINEERING AUTHORIZATION: $3,090.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $31,036.03
ENGINEERING COST TO DATE: $3,089.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 3.9 %
PERCENT OF AUTHORIZATION: 100 %
DATE PROJECT WAS COMPLETED: September 3, 1969

Semi-final estimate submitted to Div. Office 9/26/69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,045		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,045		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Clear			
FRIDAY	Partly cloudy			
SATURDAY	Partly cloudy			

Routing
Morgan M
Decker
Bond
Walker
Boehme
Johnsen
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 2[illegible] 1969
CONSTRUCTION DIVISION

NOTED
R. D. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project complete
TUESDAY	Project complete
WEDNESDAY	Project complete
THURSDAY	Project complete
FRIDAY	Project complete
SATURDAY	

REMARKS

Project complete. Semi-final estimate submitted to Division Office Friday of this week. This is the final Weekly Report.

By Earl C. Purdy

SIGNED for B. E. Brown
Resident Engineer
LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 16 1969
FOR FILING
15-8326
72-1

May 15, 1969

Mr. Mel Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

Dear Mr. Barlow:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7220 for the Lincoln Rock Production Project on the Green Springs Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: United States Fidelity & Guaranty Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
B. E. Brown
C. T. Keasey

RECEIVED
MAY 5 - 1969

FOR FILING

15-8326
7220

May 2, 1969

Mr. Mel Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

Dear Mr. Barlow:

Enclosed are three copies of Contract No. 7220 for $30,900 awarded to you by the State Highway Commission on April 22, 1969. This contract is for the Lincoln Rock Production Project on the Green Springs Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
B. E. Brown
C. T. Keasey

18-8337 Lane Co. Line-Odell Butte Rock 1969
Production Proj., Willamette Hwy.,
#7221 E. of Eugene.

RECEIVED
SEP 3 - 1969

FOR FILING

18 - 8337

7221

August 26, 1969

American Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Gentlemen:

Contract No. 7221 awarded to Valley Equipment Company for rock production on the Lane County Line-Odell Butte Section of the Willamette Highway in Klamath County was completed on July 8, 1969, and accepted by the Highway Commission on August 25, 1969.

Final payment in the amount of $2,975 will be released to the contractor after September 2, 1969. The total contract amount is $61,972.93 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ees

cc Valley Equipment Co.
2611 35th Avenue N. E.
Salem, Oregon 97303

Cushing Insurance, Inc.
1735 Capitol N. E.
Salem, Oregon 97303

bcc J. F. Putnam
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
AUG 25 1969
FOR FILING

18-8337

7221

August 25, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 8, 1969, on Contract No. 7221. The contract was with Valley Equipment Company and was for rock production on the Lane County Line-Odell Butte Section of the Willamette Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 25, 1969, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

18-8337

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Lane Co. Line - Odell Butte	WEEK ENDING: July 19, 1969
		SECTION PREFIX: 18-8337
	HIGHWAY: Willamette	COUNTY: Klamath
NAME OF JOB: Lane Co. Line - Odell Butte	KIND OF WORK: Rock Production	
CONTRACTOR: Valley Equipment Co.	CONTRACT NUMBER: 7221	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22, 1969	DATE WORK STARTED: May 21, 1969	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 68,127.50	SPECIFIED COMPLETION DATE: Sept. 1, 1969	PERCENT OF TIME ELAPSED: 59
EXCLUSIVE OF ENGINEERING: $ 62,177.50	ENGINEERING AUTHORIZATION: $ 5,950.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 64,441.10	ENGINEERING COST TO DATE: $ 3,570.18	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 3.6 %	PERCENT OF AUTHORIZATION: 60.0 %	DATE PROJECT WAS COMPLETED: July 8, 1969

Semi-final was submitted July 14, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Rock Prod.	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	20,000 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,155.06				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	COMPLETE				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnson

Pease
Swan
Glenn
Litchfield
Gallegher
Stein

RECEIVED
JUL 23 1969
CONSTRUCTION DIVISION

GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7-13-69	
MONDAY 7-14	The contractor moved his bunker off the project. Two men in office finishing Semi-final Estimate, which was sent to Roseburg today. This is the last Weekly Report.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUL 7 - 1969

FOR FILING

18-8337

7221

July 7, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 30, 1969 is requested in the award of contract for the Talbot Road-N. Albany Interchange Section, Project No. I-5-4(67)235.

The contractor receiving the award is Slate-Hall, in the amount of $1,087,276.50, with Contract No. 7221 assigned. This bid was received on June 26, 1969, and awarded July 3, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date:

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
MAY 22 1969
FOR FILING

18-8337
7221

May 21, 1969

Valley Equipment Co.
2611 35th Avenue, N.E.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7221 for rock production on the Lane County Line-Odell Butte Section of the Willamette Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: Mr. C. R. Rathbun
Cushing Insurance, Inc.
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
James Chaney

RECEIVED
MAY 13 1969
FOR FILING

18-8337
7221

May 13, 1969

Valley Equipment Company
2611 35th Avenue, N. E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7221 for $59,500 awarded to you by the State Highway Commission on April 22, 1969. This contract is for rock production on the Lane County Line-Odell Butte Section of the Willamette Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is September 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Encl.
cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
C. T. Keasey
James Chaney

119-8321 Adel-Doherty Slide Rock Prod. 1969
Proj., Warner Hwy., E. of Lakeview
#7222

RECEIVED
NOV 1 - 1969
FOR FILING

117-8321
7222

September 19, 1969

Fireman's Fund Insurance Co.
921 S.W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Department

Gentlemen:

Contract No. 7222 awarded to Jed Wilson & Son for rock production on the Adel-Doherty Slide Section of the Warner Highway in Lake County was completed on July 15, 1969, and accepted by the Highway Commission on September 19, 1969.

Final payment in the amount of $2,092.50 will be released to the contractor after September 26, 1969. The total contract amount is $58,699.19 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc Jed Wilson & Son
Box 125
Lapine, Oregon 97739

Bend Insurance Agency
P. O. Box 1007
Bend, Oregon 97701

bc J. F. Putnam
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 22 1969

119-8321
7222

September 19, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1969, on Contract No. 7222. The contract was with Jad Wilson & Son and was for rock production on the Adel-Doherty Slide Section of the Warner Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 19, 1969, and that you concur in this procedure at the Commission meeting on September 30, 1969.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
V. E. Skoog
J. F. Putnam

sr

119-8321

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Adel-Doherty Slide

WEEK ENDING: July 25, 1969

SECTION PREFIX: 119-8321

HIGHWAY: Warner

COUNTY: Lake

NAME OF JOB: Adel-Doherty Slide

KIND OF WORK: Rock Production

CONTRACTOR: Jed Wilson & Son

CONTRACT NUMBER: 7222

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: April 28, 1969

ESTIMATED COMPLETION DATE: July 15, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 15, 1969

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 47,918.25

EXCLUSIVE OF ENGINEERING: $ 43,733.25

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 45,299.75

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 3.6%

ENGINEERING AUTHORIZATION: $ 4,185.00

ENGINEERING COST TO DATE: $ 5,131.00

PERCENT OF AUTHORIZATION: 122.6 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: inc. Eng. 105

DATE PROJECT WAS COMPLETED: July 15, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	Traffic Prot.
					100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	P.A. Agg. PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			11,000 CY		6,000 CY
TOTAL QUANTITIES CORRECTED TO DATE			11,907.83CY		6,699.72 CY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,907.83CY		6,699.72 CY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	Clear-Warm			
TUESDAY	Clear-Warm			
WEDNESDAY	Clear-Warm Thunder showers late PM			
THURSDAY	Cloudy-Rain AM Clearing-Warm PM			
FRIDAY	Clear-Warm			
SATURDAY	Clear-Warm			

Routing
Morg
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 23 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office personnel working on the Semi-final data. Contractor removing equipment from Project.
TUESDAY	Same as Monday
WEDNESDAY	Contractor completed removal of equipment from Project.
THURSDAY	The Semi-Final estimate was completed.
FRIDAY	Semi-Final submitted to Division office.
SATURDAY	

REMARKS

THIS IS THE FINAL WEEKLY REPORT FOR THE PROJECT.

cc: Const. (2)
Div. (1)
File (1)

SIGNED E. J. Dunn

LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 4 - 1969

FOR FILING

117-8321
7222

June 4, 1969

Jed Wilson & Son
Box 125
Lapine, Oregon 97739

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7222 for rock production on the Adel-Doherty Slide Section of the Warner Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: Fireman's Fund Insurance Co.
Bend Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
J. F. Putnam
E. J. Dunn

RECEIVED
MAY 13 1969

FOR FILING

119-8321
7222

May 13, 1969

Jed Wilson & Son
Box 125
Lapine, Oregon 97739

Gentlemen:

Enclosed are three copies of Contract No. 7222 for $41,850 awarded to you by the State Highway Commission on April 22, 1969. This contract is for rock production on the Adel-Doherty Slide Section of the Warner Highway in Lake County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 15, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Enclosure
cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
J. F. Putnam
E. J. Dunn

S-567(1) Murder Creek Section, of 1969
FAS 761 (Salem Road), N. of Albany
#7224 (Grading & Paving)

OYA 3689
RR 670

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 109066

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-11-72	GS 1993		592-1039-097

RECEIVED
COUNTY & CITY SECTION
MAY 12 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Linn County
Board of Commissioners
Albany, Oregon 97321

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Richard Dalke, Engineer			
Final Billing: Murder Creek Undercrossing Section, FAS 761. Covered by agreement dated July 9th, 1967.			
County Advance Deposit		58,500.00	
Amount previously transferred		48,500.00	
			10,000.00
County share of construction costs		55,856.03	
Amount previously transferred		48,500.00	
			7,356.03
To be refunded			2,643.97

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

RECEIVED
APR 12 1971

3-31-71

STATE COPY

FOR FILING

FORM PR-11C

cc OSHD (A. E. Johnson)
Region
Wash DC
Area Engr Renz

[illegible]

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 8
SIGNATURE [illegible] Hogan	COUNTY Linn	
TITLE Construction Engineer	PROJECT NO. S-567(1)	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY L. P. Renz, Area Engineer	DATE OF INSPECTION 7-9-70	
IN COMPANY WITH See below		
CONTRACTOR'S NAME Morse Bros., Inc., Harrisburg, Oregon	CONTRACT AMOUNT $179,049.50	

NOTED
A. E. JOHNSON

DESCRIPTION OF IMPROVEMENT AS PROGRAMMED

Gr. Dr. 2-12' basic lanes A.T. pave., 10' shoulders, 18' median, 1 double 12'x8' box culvert bridge length 38'. One Prest. box girder RR U'xing Str. length 77' to be reconst. by RR forces

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6203	0.258	62'	X028 X681	0.007 0

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

MURDER CREEK
Grading and Paving

cy to Hogan 4-6-71

NOTED
TOM EDWARDS

The final inspection was made in company with:

R. D. Asburry, Div Engr, OSHD
L.L. McIntyre, Res Engr, OSHD
Jack Martin, Proj Engr, OSHD
Floyd C. Mullen, County Judge, Linn County
Burl Ingram, County Commissioner, Linn County
Richard Dalke, County Engr, Linn County

RECEIVED
APR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

(more)

By: J.Beasley, Hwy Engr Trainee

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by L. P. RENZ Area Engineer L. P. Renz		SIGNATURE Original Signed by R. E. Simpson R. E. Simpson	
TITLE Area Engineer	DATE 3-31-71	TITLE Division Engineer	DATE 3-31-71

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

Lineal measurements taken at the final inspection indicated the project to be completed to plan.

The contract was awarded April 25, 1969, and was completed July 3, 1970. The contract time overran a total of 35 days, however, a time extension of 24 days reduced the liquidated damages to 11 days at $100 per day. The authorized cost of the project was $292,625.13. The actual cost for construction was $284,500, an underrun of 3.3%. There were no major overruns or underruns.

To reconstruct the roadway under the RR structure it was necessary to have two short grades greater than 5%. The minimum length for a vertical curve with two gradesgreater than 5% according to the secondary road plan is 500 feet. The 350' vertical curve under the RR structure was approved as a design exception to the secondary road plan.

The project was adequately signed and striped by State forces under a State force order. Seeding and mulching was also performed by State forces.

RECEIVED
DEC 15 1970

FOR FILING

5-567(1)
7224

December 14, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On December 3, 1970, we wrote to you concerning release of final payment on Contract No. 7224 awarded to Morse Bros., Inc., for work on the Murder Creek Section of FAS 761 in Linn County.

Final payment on this contract is $8,345.50 and the total contract amount is $176,316.22 including $2,448.48 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Asburry

RECEIVED
DEC 3 - 1970
FOR FILE

S-567(1)
7224

December 2, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 3, 1970 on Contract No. 7224. The contract was with Morse Bros., Inc., and was for grading and paving the Murder Creek Section of FAS 761 in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 2, 1970, and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

S-567(1)
7224

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: MURDER CREEK		WEEK ENDING: November 7, 1970
		SECTION PREFIX: 522-1032
	HIGHWAY: FAS 761	COUNTY: Linn
NAME OF JOB: Murder Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 7224	FEDERAL AID PROJECT NUMBER: S-567(1)
DATE OF CONTRACT: April 25, 1969	DATE WORK STARTED: May 3, 1969	ESTIMATED COMPLETION: (a) completed (b) completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $292,625.13	SPECIFIED COMPLETION DATE: (a) May 31, 1969 (b) Oct. 15, 1969	PERCENT OF TIME ELAPSED: (a) 100 (b) 251
EXCLUSIVE OF ENGINEERING: $269,421.18	ENGINEERING AUTHORIZATION: $23,203.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $254,725	ENGINEERING COST TO DATE: $28,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 120 %	DATE PROJECT WAS COMPLETED: (a) May 23, 1969 (b) July 3, 1970

Semi-final estimate submitted 8/21/70 - see back of sheet FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	0.27			0.27
MILES PARTIALLY COMPLETED	0.27	0.27			0.27
MILES COMPLETED	0.27	0.27			0.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,700 cy	5,140 ton			6,900 ton
TOTAL QUANTITIES CORRECTED TO DATE	12,057 cy	4,402 ton			6,441 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,057 cy	4,402 ton			6,441 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Bridge 622 replaced by double 12x8 box culvert						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	~~Fair~~ Rain			
THURSDAY	Rain			
FRIDAY	Partly Cloudy			
SATURDAY	Partly Cloudy(est)			

Routing

RECEIVED
NOV 9 1970
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	No work. (week ending November 7, 1970)

REMARKS

Semi-Final estimate has been delivered to Regional Office.
Remaining amount of survey information will be delivered to Regional Office first part of next week.

FINAL REPORT

SIGNED ____ LOCATION Corvallis, Oregon
L. L. MacIntyre, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
OCT 2 - 1970

FOR FILING

S-5276

7227

October 1, 1970

CBS:247

J. C. Compton
Box 86
McMinnville, Oregon

Gentlemen:

Subject: OSHD Contract No. 7227

April 3, 1970, we notified the State of Oregon that we supplied guard rail posts & blocks on the above contract to Olson-Campbell, Inc., in the amount of $1020.50. Our claim is filed with the Secretary of State and you were notified by the Highway Commission.

To date, we have not been paid the above amount and it appears we will not be paid by Olson-Campbell. We hope to avoid litigation, but we will proceed with our suit if no other arrangements can be made in the near future. Please advise how you wish to handle this claim by October 12, 1970.

If you need copies of invoices or other information, please let us know.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin
District Sales Manager

cc: Hansen & Rowland, Inc., United Pacific Insurance
Oregon State Highway Commission
Olson-Campbell

ss

RECEIVED
OCT 2 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
SEP 29 1970

FOR FILING

S-567(1)

7224

#8

August 25, 1970

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission at its meeting on August 18 considered your request for a 24-day extension of time on Contract No. 7224 for grading and paving on the Murder Creek Section of FAS 761 in Linn County.

The Commission granted you an extension of time for the stop work period (October 18, 1969, to June 1, 1970) plus an additional 24 days, thus establishing a new completion date of June 22, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc F. D. Morgan
V. E. Skoog
R. D. Asburry
L. L. MacIntyre

RECEIVED
AUG 13 1970
FOR FILING

S-567(1)

7224

August 12, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 8
August 18, 1970 meeting

Morse Bros., Inc., has requested a 24-day extension of the contract time on the Murder Creek Section of FAS 761, Contract No. 7224, in Linn County. The basis of the contractor's request is interference from utility relocations, extra work added, and wet weather.

This project required stage construction under highway and railroad traffic and close coordination with structure work that was performed within the project area by railroad forces as well as adjustments of telephone, electric and gas facilities by the individual utility companies involved. Delays caused by the utility work justify the 24-day extension requested by the contractor.

Intermittent delay from weather is not a valid reason for extension under the contract specifications. Only two minor Price Agreements and two small Extra Work Orders were added to the contract, none of which were significant and do not justify further extension.

The project was under a stop work order imposed by the State from October 18, 1969, to June 1, 1970, awaiting suitable weather to do the top lift paving and finishing work. The project was completed July 3, 1970, and after giving effect to this stop work interval, there are 33 days liquidated damages accrued at the rate of $100 per day.

I recommend that the contract time be extended for the ordered stop work period and an additional 24 days because of utility interference. This will establish a new completion requirement of June 22, 1970, and will leave 11 days liquidated damages amounting to $1,100 in effect. This was a Federal-aid Secondary project and the recommended extension does not require Bureau of Public Roads' approval.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
V. E. Skoog

JAB:fw sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1970

SUBJECT: Murder Creek Section
Contract No. 7224
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Morse Bros., Inc. has made the attached request for an increase of 24 days on this project. The reasons can be summarized as utility interference, extra work added and intermittent wet weather. This was a Federal-aid Secondary project contracted April 25, 1969 and with two calendar completion dates specified. The first phase required that certain embankment for subsequent railroad use and related drainage work be complete by May 31, 1969 and this requirement was met (on May 23, 1969). The overall completion requirement was specified as October 15, 1969.

At about that time, it was decided not to attempt completion in 1969, so the project was winterized and the contractor was given a stop work order with the job 64 percent completed as of October 18, 1969, and this ordered stop work period extended to June 1, 1970. The project was actually completed 33 days later on July 3, 1970. It therefore stands with 35 days liquidated damages exclusive of the stop work period.

Though this was a comparatively small ($179,000) and short (0.27 mile) project, it did involve some fairly complex scheduling. The special provisions (attached) include six separate factors relating to the sequence of the work.

The project involved adjustments by telephone, power and gas companies and considerable railroad work. The Resident Engineer has tabulated the dates on which the utilities and railroad were working somewhere on the project. The telephone work particularly interfered intermittently until it was completed July 11. The railroad started their work promptly but were not entirely completed until September 25 although their later work apparently did not delay the contractor.

On the other hand, we note from a careful review of the project weekly reports that some fault was found with the contractor's progress during the project. Considerable work was subcontracted and at one time there were apparent shortcomings in coordinating the various subs' activities. The contractor has been given the benefit of a long seasonal shutdown order and, of course, extension should be granted for that time.

We concur with the recommendation of the Resident Engineer and the Regional Engineer that the contractor's requested 24 days be granted because of the utility interference. We do not believe the other two reasons are valid. Intermittent weather delay is not allowable under the specifications. The extra work added was very minor. There are only two minor Price Agreement and two small Extra Work Orders (besides flagging) and the contract cost is within 1 percent of the original contract amount.

The 261 days of ordered stop time plus the 24 days recommended because of utility delay would establish a new completion date of record of June 22, 1970. This will leave 11 days liquidated damages in effect at the rate of $100 per day or $1,100. This is a Federal-aid Secondary project and does not require specific Bureau of Public Roads' approval. Rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
AUG 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7224 Contractor Morse Bros., Inc.

Highway FAS 761

Section Murder Creek

Kind of Work Grade - Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 24 day extension because of utility relocation interference plus time covered by stop work order from October 18, 1969 to June 1, 1970 which will establish a new specified completion date of June 22, 1970.

Recommended for Approval:

R. D. Asburry
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No. ....
Project designation .... State-Federal
Date awarded ....
Work started ....
Per cent completed .... Date
No. of Workdays Allowed ....
No. of Workdays Used ....
No. of Added Workdays Requested ....

[illegible]

H-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 15, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 10/15/69 days to 11/9/69 days, within which to complete our Contract No. 7224, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See the attached resume'

Respectfully submitted,

MORSE BROS., INC.
Contractor

By F. W. Morse

CONSENT OF SURETY

Date June 18, 1970

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N Mahle
Richard N. Mahle Attorney-in-fact

(SEAL)

No Longer Required in Oregon
Resident Agent

HARRISBURG
P. O. BOX 205
PHONE 995-2336

LEBANON
P. O. BOX 7
PHONE 258-6141

CORVALLIS
P. O. BOX 1126
PHONE 752-3428

SWEET HOME
2202 MAIN ST.
PHONE 367-6174

MORSE BROS. INC.

MORSE BROS., INC.

June 15, 1970

Mr. L. L. MacIntrye
Resident Construction Engineer
3700 S. W. Philomath Rd.
Corvallis, Oregon

Dear Mr. MacIntyre:

The purpose of this letter is to ask for an increase in number of workdays for completion of construction contract No. 7224 Murder Creek.

The following is a resume' of dates which we feel justified in calling unproductive. Therefore we wish to total those dates and ask for equal extension of time.

One of the most critical areas of the project was the excavation of the first half of the box culvert. We feel that the excavation was inhibited in several ways.

Originally it was the choice of the sub-contractor to use a dragline. The telephone Company would not allow them to dig with a dragline because of the closeness to their cable. We feel that this alone added at least two days to the total excavation.

Then on June 17 & 18, 1969, excavation was stopped due to endangering a power pole which was supposed to have been moved prior to that time. The loss of these two days delayed the excavation so that the rain on June 23, 24, 25, 26 & 27th created a very muddy situation. These five days were lost attempting to pump water and remove mud before work could be resumed.

In addition we feel justified in asking for continous days beginning Oct. 6, 1969, thru Oct. 17, 1969. During this period of time we encounted such wet conditions that we could not place lime on the prepared grade which halted the construction progress.

We feel too that our start-up date of June 1, 1970, should not be charged against contract time as it was used solely to recondition the effects of the winter weather.

Also from time to time there have been additional items added to the contract in which we have asked for no extra time. These items being: 20'-0" of 12" culvert at East end, approx. 70 lineal feet curb at East end, one additional inlet at North end, and remove and replace curb at cemetary entrance.

Work was also halted on June 9 & 15, 1970, due to wet conditions. We would also like to include these days as unproductive.

We feel that we have controlled the project and moved as fast as possible particularly with the utilities involved and the piecemeal nature of the job.

Therefore the total number of days that we are asking for an increase is 24.

We hope that you will look favorably upon our request and that you are satisfied with our progress to date.

Very truly yours,

MORSE BROS., INC.

Robert Christman

Robert Christman,
General Superintendent

BC:ms

Enclosure

8-4 Schedule and Limitation of Operations

Modify and supplement the provisions of Article 8-4 of the standard specifications as set forth in the lettered paragraphs which follow:

(a) The contractor shall submit to the engineer, prior to commencement of work under the contract, a working schedule showing his proposed order of work and indicating the time required for major items of work as correlated to final completion of the work.

Following are some facts which the contractor should keep in mind in preparing his working schedule:

1. The railroad company will not begin the work of removing and rebuilding the railroad structure until such time as the embankment for the railroad work area is completed.

2. After construction of the railroad work area is completed, the contractor will not be permitted to perform any work in vicinity of the railroad structure until such time as the railroad company has completed their structure work.

3. It is anticipated but not guaranteed that said railroad work will be completed not later than July 31, 1969.

4. The contractor shall maintain one-way traffice over the existing road under the railroad structure, using traffic signals furnished, installed and operated by the State, until such time as railroad work is completed.

5. The contractor will be permitted to construct a portion of the double 12' x 8' box culvert, while railroad work is under way, providing said work does not conflict with the existing roadway and does not interfere with railroad work.

6. The contractor shall not remove the remainder of the concrete pier as shown on O.S.H.D. Dwg. No. 24456 until such time as all railroad work is completed and traffic is routed under span No. 1 of the new structure.

(b) Prior to the commencement of work under the contract, the contractor shall meet in conference with the engineer and shall work out general plans of operations and come to an understanding of the general concept of the contract and its requirements.

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 101024

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-21-70	CC 1209		522-1032-297

Linn County
~~Board of Commissioners~~
Courthouse
Albany, Oregon 97321

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Richard Dalke, Engineer			
Advance Deposit			58,500.00
Partial transfer of the advance deposit for the undercrossing at Murder Creek, FAS 761. Covered by agreement dated 7-24-67			48,500.00
To be retained			10,000.00

RECEIVED
JAN 22 1970
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
H. S. COX

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Files c

RECEIVED
JUN 25 1969
FOR FILING

S-567(1)

7224

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1969

SUBJECT:

RAILROAD COMPANIES
FILE No. 676

To:

Mr. Floyd Query
Secretary
State Highway Commission

BUILDING

PUX 705
Railroad Agreement
Southern Pacific Company
Murder Creek Section
County Road No. FAS 761
Linn County

Attached hereto please find one copy of the above subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

krk

Attachment

cc: Ivan Merchant
F. B. Klaboe
F. D. Morgan (2)
E. S. Hunter
R. D. Asburry (2)
R. N. Chase (3)
V. E. Skoog
E. F. Saling
T. W. Litchfield

6-24-69
noted in
agreement
book
Fran

NOTED
FLOYD QUERY

Fran

STATE COPY

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-37	F M PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Linn
PROJECT REPORT NO. 4	*(PPM 21-7)* 5-26-69	PROJECT NO. S-567(1) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Murder Creek Section of FAS 761

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-26-69	0.265
OTHER *(Specify)*		

FUNDS Pro Rata 63.54

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 276,902	$ 172,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ______ (Division Engineer)

for: R. E. Simpson

Date executed by Division Engineer MAY 26 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. S-567(1) Safety

MURDER CREEK SECTION OF FAS 761

IN LINN COUNTY

Project agreement estimate

Salem, Oregon, May 14, 1969

Type Code 6203
Grade and Pave (Sta. 265+00 to Sta. 279+00) (Contract No. 7224)

Temporary Protection and Direction of Traffic	All	Req.		$ 15,000.00
Clearing and Grubbing	All	Req.		10,000.00
Ditch Excavation, Unclassified	230	cu.yd.	$ 6.00	1,380.00
General Excavation, Unclassified	14,700	cu.yd.	1.10	16,170.00
Special Borrow Excavation, Unclassified	460	cu.yd.	2.15	989.00
Finishing Roadbed and Slopes	All	Req.		1,000.00
Trench Excavation	1,080	cu.yd.	4.95	5,346.00
Special Backfill in Drains	20	cu.yd.	10.00	200.00
Watering	170	M-gal.	4.00	680.00
Obliteration of Roadway	570	sq.yd.	0.70	399.00
Pavement Replacement	16	lin. ft.	5.00	80.00
Lime Treated Subgrade	12,600	sq.yd.	0.29	3,654.00
Lime for Treated Subgrade	140	ton	28.00	3,920.00
3/4"-0 Material in Base	60	ton	5.00	300.00
Stone Base	5,080	ton	2.60	13,208.00
Bituminous Base Mixture	4,300	ton	5.65	24,295.00
Asphalt in Bituminous Base Mixture	190	ton	35.00	6,650.00
3/4"-0 Aggregate in Prime Coat	90	cu.yd.	7.00	630.00
RC-250 Asphalt in Prime Coat	16	ton	70.00	1,120.00
Class 'B' Asphalt Concrete	2,600	ton	7.85	20,410.00
Loose Riprap	400	cu.yd.	8.60	3,440.00
12-inch Culvert Pipe	160	lin.ft.	4.75	760.00
18-inch Culvert Pipe	660	lin.ft.	5.50	3,630.00
24-inch Culvert Pipe	300	lin.ft.	7.10	2,130.00
6-inch Drain Pipe	230	lin.ft.	3.95	908.50
Vertical Alternate Flashing Beacon	2	only	450.00	900.00
Concrete Inlets, Type G-1	4	only	290.00	1,160.00
Concrete Inlets, Type G-2MA	1	only	170.00	170.00
Concrete Curbs	100	cu.yd.	50.00	5,000.00
Concrete End Pieces	2	only	200.00	400.00
Extra for A.C. Concrete Approaches	6	only	35.00	210.00
Extra for A.C. Concrete Traffic Markers	40	Lin.Ft.	2.00	80.00
Guide Posts, W-1	35	only	7.00	245.00
Guide Posts, Y-1	8	only	7.50	60.00
Guard Rail, Type 2A	900	lin.ft.	4.20	3,780.00
Guard Rail, Terminal Anchors	2	only	200.00	400.00
				148,704.50

Flagging (60% of Contractors Cost)	All Req.		$ 2,000.00
Seeding and Mulching	All Req.		1,500.00
Striping	All Req.		500.00
Tack Coat	All Req.		200.00
Railroad Protective Costs	All Req.		2,000.00
Other Railroad Costs	All Req.		30,886.00
			$ 37,086.00
	Subtotal		$ 185,790.50
	10% Engr. & Cont.		18,578.50
	Total		$ 204,369.00

Type Code X 028
Box Culvert (Sta. 274+21.22 to Sta. 274+57.38)
Contract No. 7224

Class 'A' Concrete in Box Culvert	310 cu.yd.	$ 79.50	$ 24,645.00
Reinforcement in Box Culvert	38,000 lb	0.15	5,700.00
	Subtotal		30,345.00
	10% Engr. & Cont.		3,034.00
	Total		$ 33,379.00

Type Code X 681
Railroad Structure (Sta. 275+21.78) Structure Length 77.58 Feet
Horizontal Clearance for Lane Between Piers [illegible] Lt. Side ± 34.16± ft. Rt. Side

Railroad Structure	All Req.	$ 35,595.00
	Subtotal	$ 35,595.00
	10% Engr. & Cont.	3,559.00
	Total	$ 39,154.00

Length of Roadway = 0.258 mile
Length of 2 Structures = 0.007
Length of Project = 0.265 mile
Cost of Roadway Per Mile $792,127.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Grade & Pave	$204,369.00	$127,000.00	$ 38,684.50	$ 38,684.50
Box Culvert Structure	33,379.00	21,000.00	6,189.50	6,189.50
Railroad Structure	39,154.00	24,300.00	7,427.00	7,427.00
Total	$276,902.00	$172,300.00	$ 52,301.00	$ 52,301.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maint: Chap 529, Laws 1939

[illegible]

PROJECT NO. S-567(1) SAFETY

Railroad Protective Costs (S. P. Co.)

Estimate: One Engr. - Inspector for two months (Hq. in Portland)

Salary - $740/Mo. x 2 Mo.	=	$ 1,480.00
Payroll Additives 36%	=	532.80
Total Salary		$ 2,012.80
Expenses - $15/Day x 45 Days		$ 675.00
Equipment Rental (Portland - Albany	=	69 miles)
69 mi. x 2 way x 9 wk.	=	1242 miles
5 mi. x 45 days	=	225
Total		1467 miles
1467 x $0.095/mi.	=	$ 139.37

Total Railroad Protective Cost	$2,827.17
State Will Pay Up To	$2,000.00

[illegible]

PROJECT NO. S-567(1) SAFETY

Other Railroad Costs (S. P. Co.)

Signal Work	All Required	$ 2,410.00
Communications Work	All Required	2,330.00
Track Work	All Required	2,635.00
Electrical Work (Signal)	All Required	250.00
Engineer Inspector & Expenses	All Required	2,741.00
Foreign Line Freight	All Required	138.00
Freight (S.P. Co. Lines)	All Required	2,976.00
Material Handling Charge	All Required	1,003.00
Vacation Allowance	All Required	1,357.00
Holiday Pay	All Required	622.00
Health & Welfare	All Required	1,131.00
R. R. Retirement & Unemployment Tax	All Required	3,113.00
P. D., P. L. & W. C. Insurance	All Required	961.00
Accounting & Billing	All Required	2,574.00
Contingencies	All Required	6,423.00
	Gross Cost	$ 30,961.00
Less Salvage		875.00
	Net Cost	$ 30,086.00

LUMBER CREEK SECTION

PROJECT NO. S-457(1) SAFETY

NONPARTICIPATING - STATE WORK

Temporary Traffic Signals	All Required	$ 2,000.00

6

G-1-100%

Oregon State Highway Dept

Federal Aid
Project No. S-567(1) Safety

Murder Creek Section of FAS 761 in Linn County.

Project Agreement estimate.

Salem, Oregon, ,1969

Type Code 6203

Grade and Pave (Sta. 265+00 to Sta. 279+00) (Contract No. 7224)

Temporary Protection and Direction of traffic	All Required		$ 15,000.00
Clearing and Grubbing	" "		10,000.00
Ditch Excavation, Unclassified	230 cu. yd.	6.00	1,380.00
General Excavation, Unclassified	14,700 " "	1.10	16,170.00
Special Borrow Excavation, Unclassified	460 " "	2.15	989.00
Finishing Roadbed and slopes	All Required		1,000.00
Trench Excavation	1,080 cu. yd.	4.95	5,346.00
Special Backfill in Drains	20 " "	10.00	200.00
Watering	170 M-gal.	4.00	680.00
Obliteration of Roadway	570 sq. yd	0.70	399.00
Pavement Replacement	16 lin. ft.	5.00	80.00
Lime Treated Subgrade	12,600 sq. yd.	0.29	3,654.00
Lime for Treated Subgrade	140 ton	28.00	3,920.00
3/4"-0 Material in Base	60 "	5.00	300.00
Stone Base	5,080 "	2.60	13,208.00
Bituminous Base Mixture	4,300 "	5.65	24,295.00

Asphalt in Bituminous Base Mixture	190 ton	35.00	6,650.00
3/4"-0 Aggregate in Prime Coat	90 cu. yd.	7.00	630.00
RC-250 Asphalt in Prime Coat	16 ton	70.00	1,120.00
Class 'B' Asphalt Concrete	2,600 "	7.85	20,410.00
Loose Riprap	400 cu. yd.	8.60	3,440.00
12-inch Culvert Pipe	160 lin. ft.	4.75	760.00
18- " " "	660 " "	5.50	3,630.00
24- " " "	300 " "	7.10	2,130.00
6- " Drain Pipe	230 " "	3.95	908.50
Vertical Alternate Flashing Beacon	2 only	450.00	900.00
Concrete Inlets, Type G-1	4 "	290.00	1,160.00
" " , " G-2MA	1 "	170.00	170.00
Concrete Curbs	100 cu. yd.	50.00	5,000.00
Concrete End Pieces	2 only	200.00	400.00
Extra for A.C. Concrete Approaches	6 "	35.00	210.00
" " " " " Traffic Markers	40 lin. ft.	2.00	80.00
Guide Posts, W-1	35 only	7.00	245.00
" " , Y-1	8 "	7.50	60.00
Guard Rail, Type 2A	900 lin. ft.	4.20	3,780.00
" " Terminal Anchors	2 only	200.00	400.00
			$ 148,704.50

Flagging (60% of Contractor's Cost)	All Required	$ 2,000.00
Seeding and Mulching	" "	1,500.00

striping	All Required	500.00
Tack Coat	" "	200.00
Railroad Protective Costs	" "	2,800.00
Other Railroad Costs	" "	30,086.00
		$37,086.00

Subtotal	$ 185,790.50
10% Engr. & Cont.	18,578.50
Total	$ 204,369.00

Type Code X028

~~Double 12x8 Concrete~~ Box Culvert (Sta 274+21.22 to Sta 274+57.38) (Contract No. 7224)

Class 'A' Concrete in Box Culvert	310 cu. yd.	79.50	$ 24,645.00
Reinforcement in Box Culvert	38,000 lb.	0.15	5,700.00

Subtotal	$ 30,345.00
10% Engr. & Cont.	3,034.00
Total	$ 33,379.00

Type Code X681

Railroad Structure (Sta 275+31.78) Structure Length 77.58 feet

Horizontal Clearance per lane between piers 36.91± ft. Lt. side; 34.46± ft. Rt. side.

Railroad Structure	All Required	$ 35,595.00
	Subtotal	$ 35,595.00
	10% Engr & Cont.	3,559.00
	Total	39,154.00

Length of Roadway = 0.258 mile
Length of 2 Structures = 0.007
Length of Project = 0.265 mile
Cost of Roadway Per Mile $ 792,127.90

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Grade & Pave	$ 204,369.00	$ 127,000.00	$ 38,684.50	$ 38,684.50
Box Culvert Structure	33,379.00	21,000.00	6,189.50	6,189.50
Railroad Structure	39,154.00	24,300.00	7,427.00	7,427.00
TOTAL	$ 276,902.00	$ 172,300.00	$ 52,301.00	$ 52,301.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap 529, laws 1939.

Start New Sheet

Murder Creek Section
Project No. S-567(1) Safety

Railroad Protective Costs (S.P. Co.)

Estimate : One Engr.-Inspector for Two Months (HQ. in Portland)

Salary = $740/Mo × 2Mo = $1480.00
Payroll Additives 36% = 532.80
Total Salary $2,012.80

Expenses = $15/Day × 45 Days $675.00

Equipment Rental (Portland - Albany = 69 miles)
69 mi. × 2 way × 9 wk = 1242 miles
5 mi. × 45 days = 225
Total = 1467 miles
1467 × $0.095/mi. = $139.37

Total Railroad Protective Cost = $2,827.17
State will Pay up to $2,800.00

Start New Sheet

Murder Creek Section
Project No. S-567(1) Safety

Other Railroad Costs (S.P. Co.)

Signal Work	All Required	$ 2,410.00
Communications Work	" "	2,530.00
Track Work	" "	2,635.00
Electrical Work (Signal)	" "	250.00
Engineer Inspector & Expenses	" "	2,741.00
Foreign Line Freight	" "	138.00
Freight (S.P. Co. Lines)	" "	2,970.00
Material Handling Charge	" "	1,083.00
Vacation Allowance	" "	1,357.00
Holiday Pay	" "	622.00
Health & Welfare	" "	1,131.00
R.R. Retirement & Unemployment Tax	" "	3,113.00
P.D., P.L. & W.C. Insurance	" "	984.00
Accounting & Billing	" "	2,574.00
Contingencies	" "	6,423.00
Gross Cost		$ 30,961.00
Less Salvage		875.00
Net Cost		$ 30,086.00

Start new Sheet

Murder Creek Section

Project No. S-567(1) Safety

Nonparticipating - State work

Temporary Traffic Signals	All Required	$ 2,000.00

RECEIVED
MAY 15 1969
FOR FILING

S-567(1)

7224

C

May 15, 1969

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7224 for grading and paving on the Murder Creek Section of FAS 761 in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: General Insurance Company of America
Mr. Roland King
D. J. Barbee
F. D. Morgan
I. D. Merchant
L. L. MacIntyre
R. D. Asburry

RECEIVED
MAY 5 - 1969
FOR FILING

5-567(1)

7224

May 2, 1969

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

Enclosed are three copies of Contract No. 7224 for $179,049.50 awarded to you by the State Highway Commission on April 25, 1969. This contract is for grading and paving the Murder Creek Section of FAS 761 in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

Installation of the culvert pipe and construction of embankment for the railroad work is to be completed by May 31, 1969. The entire contract is to be completed by October 15, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
R. D. Asburry
L. L. MacIntyre

RECEIVE
MAY 2 - 1969
FORM E-30 (12-67)

FOR FIL

S-567(1)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1969

SUBJECT: Murder Creek Section
FAS 761
Linn County
Project No. FAS 567(1)

To: MEMO TO THE FILES

Bidding plans for this project were requested by three (3) contractors and only one, Morse Bros., Inc., of Lebanon, Oregon, submitted a bid for the April 17, 1969 bid opening.

One prospective bidder called the Specifications Engineer and stated that he would not bid on the project because of the conflict with the Railroad Company's construction of the railroad structure. We believe this conflict is the reason the bid submitted by Morse Bros., Inc., overran the Engineer's estimate by 19.1%. The contractor must move in his forces and construct random fills for the railroad's use and make a portion of the channel change by June 1st and then wait until the Railroad Company completes their work before moving back in to finish the project, thereby forcing upon the contractor double move-in costs.

Readvertising this project for the May 15, 1969 letting would make it impossible for the successful bidder to complete the preliminary work required by the Railroad Company before June 1st. This would necessitate negotiating another agreement with the Railroad Company which would probably push the project ahead into next year with accompanying price increases. Not only has the Railroad Company scheduled its forces, for this early summer, for construction of the required structure over the proposed roadway but the County has shown its desire to start the project by already having placed their portion of the project cost on deposit with the Highway Commission. Although the contractor's bid exceeds the Engineer's estimate, we feel because of the general lack of interest in the project it is in the public interest to award the project at this time and not expend more public funds on readvertising.

L. H. Young
L. H. Young
Program and Planning Engineer

JG:bb
cc: R. N. Chase
H. S. Cox
C. G. Swenson

RICHARD DALKE
County Engineer

GORDON B. WALLACE
Assistant County Engineer

OFFICE OF ENGINEER
LINN COUNTY - - ALBANY, OREGON 97321
PHONE 926-1859

RECEIVED
APR 24 1969
ENGINEER
COUNTY & CITY DIVISION

April 24, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Gentlemen:

As per your letter of April 18, 1969, we are now enclosing our check in the amount of $58,500.00 as required for our advance deposit on the Murder Creek project on Salem Road, FAS 761.

Sincerely,

Richard Dalke
bms

Richard Dalke
LINN COUNTY ENGINEER

RD:bms
Encl. (1)

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

April 18, 1969

Linn County Court
Courthouse
Albany, Oregon 97321

Attention Mr. Richard Dalke, County Engineer

Gentlemen:

On April 17, 1969, a bid was received from Morse Bros., Inc., of Lebanon for construction of the Murder Creek Section on Salem Road, FAS 761. As per agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid items	$179,049.50
Flagging	2,000.00
Seeding and Mulching	1,500.00
Striping	500.00
Temporary Traffic Signals	2,000.00
Tack Coat	200.00
Railroad Protection Costs	2,800.00
Other Railroad Costs	69,770.00
13½% Engineering and Contingencies	34,805.63
	$292,625.13

County's Advance Deposit:
20% of 292,625.13 = 58,525.03 or say $58,500.00

This bid by Morse Bros. was the only bid received on this project, and was 12½% greater than our contract authorization estimate. We feel that other contractors were very reluctant to bid because of complicated situations involving the railroad.

If this bid is not accepted, the railroad company has indicated that they probably will not have crews available to do their part of the project if it is delayed until June 26.

If the County decides to accept this bid, please make this advance deposit in the amount of $58,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynold
Planning Engineer

NOTED
HAROLD
[illegible]OLDSON

HR:sb

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
[illegible]

MURDER CREEK SECTION

FAS 761

LINN COUNTY

Federal-Aid Project No. S-567(1)
0.26 mi. Grading and Paving

Bids Received April 17, 1969

1.	All Specified	Temporary Protection and Direction of Traffic		$ 4,000.00
2.	All Specified	Clearing and Grubbing		5,000.00
3.	230 cu.yd.	Ditch Excavation, Unclassified	$ 3.00	690.00
4.	14,700 cu.yd.	General Excavation, Unclassified	0.85	12,495.00
5.	460 cu.yd.	Special Borrow Excavation, Unclassified	1.50	690.00
6.	All Specified	Finishing Roadbed and Slopes		600.00
7.	1,080 cu.yd.	Trench Excavation	3.50	3,780.00
8.	20 cu.yd.	Special Backfill in Drains	8.00	160.00
9.	170 M-gal.	Watering	3.50	595.00
10.	570 sq.yd.	Obliteration of Roadway	1.00	570.00
11.	16 lin.ft.	Pavement Replacement	5.00	80.00
12.	12,600 sq.yd.	Lime Treated Subgrade	0.40	5,040.00
13.	140 ton	Lime for Treated Subgrade	30.00	4,200.00
14.	60 ton	3/4" - 0 Material in Base	3.00	180.00
15.	5,080 ton	Stone Base	2.85	14,478.00
16.	4,300 ton	Bituminous Base Mixture	6.00	25,800.00
17.	190 ton	Asphalt in Bituminous Base Mixture	33.00	6,270.00
18.	90 cu.yd.	3/4" - 0 Aggregate in Prime Coat	5.85	526.50
19.	16 ton	RC-250 Asphalt in Prime Coat	52.00	832.00
20.	2,600 ton	Class "B" Asphalt Concrete	7.75	20,150.00
21.	310 cu.yd.	Class "A" Concrete in Box Culvert	55.00	17,050.00
22.	38,000 lb.	Reinforcement in Box Culvert	0.16	6,080.00
23.	400 cu.yd.	Loose Riprap	5.00	2,000.00
24.	160 lin.ft.	12-inch Culvert Pipe	3.75	600.00
25.	660 lin.ft.	18-inch Culvert Pipe	5.25	3,465.00
26.	300 lin.ft.	24-inch Culvert Pipe	9.00	2,700.00
27.	230 lin.ft.	6-inch Drain Pipe	2.25	517.50
28.	2 only	Vertical Alternate Flashing Beacon	500.00	1,000.00
29.	4 only	Concrete Inlets, Type G-1	130.00	520.00
30.	1 only	Concrete Inlets, Type G-2MA	200.00	200.00
31.	100 cu.yd.	Concrete Curbs	50.00	5,000.00
32.	2 only	Concrete End Pieces	200.00	400.00
33.	6 only	Extra for A.C. Conc. Approaches	40.00	240.00
34.	40 lin.ft.	Extra for A.C. Conc. Traffic Markers	1.50	60.00

35.	35 only	Guide Posts, W-1	$ 8.00	$ 280.00
36.	8 only	Guide Posts, Y-1	8.00	64.00
37.	900 lin.ft.	Guard Rail, Type 2A	4.00	3,600.00
38.	2 only	Guard Rail Terminal Anchors	200.00	400.00
			For Comparison of Bids	$150,313.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$150,313.00	179,049.50 (19.12% over).
Anticipated Additional Items:			
Flagging	$ 2,000.00		
Seeding and Mulching	1,500.00		
Striping	500.00		
Temp. Traffic Signals	2,000.00		
Tack Coat	200.00		
R.R. Prot. Costs	2,800.00		
Other R.R. Costs	69,770.00		
		78,770.00	78,770.00
		$229,083.00	257,819.50
Engr. & Cont. (13½%)		30,926.21	34,805.63
Estimated Net Authorization, Constr.		$260,009.21	292,625.13 (12.54% over)

Called Dick Dalke, Co. Engr.
He says "O.K."
4-17-69
DHP

Spec's. Dept Says "Go" also.

RR - reset time table if put back 6 weeks

Difficult to get [illegible].

Have not cleared this with [illegible] yet - Say OK

C

RECEIVED
JUN 26 1969
FOR FILING

S-567(1)
7224

April 25, 1969

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for grading and paving the Murder Creek Section of FAS 761 in Linn County for the sum of $179,049.90 and referred it to the State Highway Engineer with authority to award the contract when Linn County approves and deposits $58,500.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7224.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland

Frank Morgan
D. J. Barbee
H. W. McCauley (SIAC)
I. D. Merchant
R. D. Asburry
L. L. MacIntyre
Dorland Swan

RECEIVED
APR 11 1969
FOR FILES

S-567(1)
7224

MISC. CONTRACTS and
AGREEMENTS No. 5689

April 10, 1969

Linn County Court
Courthouse
Albany, Oregon 97321

Attention: D. M. Penfold
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Murder Creek Undercrossing Section on FAS 761.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed agreement attached)

RECEIVED
APR 9 - 1969
FOR FILING

S-567(1)
7224

April 9, 1969

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of April 22 an agreement with the Southern Pacific Company providing for the reconstruction of the Railroad undercrossing structure as required by the construction of the Murder Creek Section of FAS 761 in Linn County.

The agreement provides for the Railroad to perform all the work necessary in the reconstruction of the structure with Railroad forces and the State to reimburse Southern Pacific for the actual cost incurred, which is estimated to be $69,770. The Railroad will maintain the reconstructed structure at its expense, and Linn County will maintain the roadway and channel change.

Bids are to be opened for this project on April 17, the contractor is to make an area available to the Railroad forces by June 1, and the Railroad intends to have its work completed by July 31, 1969. After that date, the contractor will complete the remainder of the contract project.

In order to expedite the work, the Railroad was authorized to order its materials on March 26, 1969. All costs involved will be reimbursed at the regular rate by the Bureau of Public Roads. We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

TWL:ss sr

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Jack Sollis
I. D. Merchant
F. D. Morgan
T. W. Litchfield
R. D. Asburry

RICHARD DALKE
County Engineer

GORDON B. WALLACE
Assistant County Engineer

OFFICE OF ENGINEER
LINN COUNTY - - ALBANY, OREGON 97321
PHONE 926-1859

RECEIVED
APR - 9 1969
ENGINEER
COUNTY & CITY DIVISION

April 8, 1969

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: County-City Division

Re: Murder Creek Project

Gentlemen:

Enclosed herewith is the right-of-way certificate form for the above named project. It is forwarded with the following qualifications: (1) The agreement for easements and property with the Southern Pacific Railroad Company has been signed by the county and forwarded to the Portland office for their signatures. Presumably it will be signed, however, we do not have the signed copy in our possession. (2) The Pilloud property has not been acquired. In discussing this matter with your office, it was determined that it would not be necessary.

this is no problem per Ted Littlefield 4/9/69

Also enclosed are two copies of the agreement with the county and state and the certification that property was acquired by negotiation, etc.

Sincerely,

Richard Dalke

Richard Dalke
LINN COUNTY ENGINEER

RD:bms
Encl.

NOTED
HAROLD REYNOLDSON

Copy to :- John Oaks
Ted Rooke
D.J. Barbee
RN Chase

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR - 9 1969
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

4-2-69

Attention: County and City Division

Federal-Aid Project No. S-567(1)

Highway No. FAS 761

Project Name Murder Creek Section

Gentlemen:

We hereby certify that the County does, under Section 141, Chapter 1 of title 23, United States Code, give the following assurances:

(1) that every reasonable effort shall be made to acquire the real property by negotiation; and

(2) that the construction of projects shall be so scheduled that to the greatest extent practicable no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from the County; and

(3) that it will be the policy of the County, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the County, and to make a prompt offer to acquire the property for the full amount so established.

Dated at Albany Oregon, this 2nd day of April, 1969.

Linn County

Floyd C. [illegible]
Judge

Burl Ingram
Commissioner

Eugene A. Richardson
Commissioner

NOTED
HAROLD REYNOLDSON

Copy to:- John Oaks
Ted Roake
D.J. Barbee
RN Chase

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
[illegible]

NOTED
[illegible]

RECEIVED
APR - 9 1969
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. ______

Highway No. FAS 761

Project Name Murder Creek

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Albany, Oregon, this 2nd day

of April, 1969.

County Court of Linn County

NOTED
HAROLD REYNOLDSON

Floyd
County Judge

Burl
Commissioner

Eugene A. Richardson
Commissioner

Copy to – John Oaks
Jed Roake
DJ Barbee
KN Chase

(11/29/66)

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

(12-7-66 _ 150)

MONTHLY TRANSACTION NO. 4-3-69

DATE SUBMITTED TO W. O. MAR 2 6 1969

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 1.4 mi. N. Albany to W. 0.3 mi. 21 65		**ADT**	PRESENT 2,900	FUTURE 4,900 (66) (70)	YEAR 89 (71)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Grade, Drain, H.T. Pave. 2 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B-3 (72) (73)

PL. AUTH
(74)

CARD	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Linn	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL - AID

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. 1.4 mi. N. Albany to W. 0.3 mi. (Murder Creek Section)			
5					**ROW**					
5	30	N (31)		3	**CONST** (CODE) (Safety) 3210 X931	3		0.3	260,000	156,000

RE
MA
COUNTY

CARD	CODE	PREPARED BY	PROJECT TOTALS	0.3	260,000	156,000
1	1				(18) (23)	(24)
1	14					

PROGRAM APPROVAL DATES

MAR 2 6 1969

BPR OREGON DIVISION

*The State to contract all of the proposed
will be accomplished by R.R. forces. Rai
R.R. benefits involved. Project is liste
Page 12 lines 5 & 6 Linn County.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 2,900	FUTURE 4,900 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1004 (14) (18)

SUPV AGCY (69)	DA CLASSIF. — (70)	DA AREA (71)	EMERG. YR. B-3 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S 14 23	NUMBER 7	SEQ. NO. 567(1) 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Linn CODE 043 (14) (16)

ROUTE NO. S FEDERAL-AID 761 (32) STATE Co. Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Gr.Dr.,2-12' basic lanes H.T. Pave., 10' shldrs. 18' median, 1 double 12'x8' box culvert, bridge length .38' *One Prest. box girder R.R. U'Xing str. length 77' to be Reconst. by R.R. forces. ROW 50' min; Access control-None Parking res.- None R.R. Adj. Req.incl. prep. work.
0.3	260,000	156,000	52,000	52,000 (Co.)	
0.3	260,000	156,000	52,000	52,000 (Co.)	
	(16) (23)	(24) (33)			

RECEIVED
MAR 28 1969
ENGINEER
COUNTY & CITY DIVISION

REMARKS
Relocation Assistance none involved.

*The State to contract all of the proposed work with the exception of R.R. U'xing Str., which will be accomplished by R.R. forces. Railroad adequately protected by existing U'xing so no R.R. benefits involved. Project is listed in the May 1966 "Inventory of Hazardous Locations", Page 12 lines 5 & 6 Linn County.

(over)

USCOMM DUSCOMM-DC 48905-P61

Murder Creek Section
Project No. S-567(1)

EXISTING FACILITIES: 0.11 oil mat 22' wide, making 2-11' travel lanes, with 6' gravel shoulders; roadway under the RR structure is 20'4" wide. There is an acceleration lane from an industrial connection on the southerly side and a connection to I-5 on the easterly end. The RR structure is a timber trestle - except that portion over the road which has steel beams on concrete abutments. Bridge over Murder Creek is 40' long and has an H.C. of 19'6".

ADJACENT SECTIONS:
NORTH END:)2-11' travel lanes with an 0-11 mat
SOUTH END:) with 6' gravel shoulders.

PROJECT DATA: Grade, drain, base, surface, curb and pave with 3-½" of A.C., a roadway on improved alignment. Improve the connections to an industrial road and the access to I-5 at the Murder Creek Interchange. The roadway normally to have 2-12' travel lanes with 10' shoulders and an 18' median; however, the shoulders and median are variable in width to accommodate acceleration lanes, a left-turn refuge, divider islands and protective guard rail for a pier for the RR bridge. A new channel is to be constructed for Murder Creek along with a double 12'x8' box culvert of bridge lengths 38', along the centerline of the roadway intersecting the centerline of the box culvert at 274+39.40, with a skew of 47°. Reconstruction of RR U'xing by S.P.R.R. forces to accommodate proposed roadway. (See unusual orcomplicated situation below.)

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None
RR XING: Grade separation structure U'xing, (U'xing one track). There are 29 freight trains per day which travel 60 mph, an
trains per day which travel at 70 mph.

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required.

UNUSUAL OR COMPLICATED SITUATIONS: As part of
the SP Co. with its own forces will reconstruc
its structure over the roadway. With their ow
this work the RR can operate normally and no s
necessary. This new portion of the structure
concrete box girder spans - one being 37'4", a
being 40'3" in length. Material removed from
structure will be salvaged by the SP Co. All
by the SP Co. on this project will be reimburs
to PPM 30-3.

Temporary traffic control signals are to be fu
State at no cost to the county. These signals
installed and maintained by the State. State
power for signals.

ROUTE DATA: This is a mail and school bus rou
a growing industrial area and farming.

MINIMUM DESIGN STANDARDS: Due to the physical
of the terrain and to get the necessary clear
RR structure, it is necessary to have two shor
than 5%.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the bou
incorporated city, any person or corporation h
privilege to construct, maintain and operate t
telephone and power lines along the public roa
and streets of the state butthe County Court o
County Commissioners, as respects county roads
power and authority to designate the location
of way pursuant to rules and regulations adope

ll oil mat 22' wide,
s, with 6' gravel
the RR structure is 20'4"
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the southerly side and
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trestle - except that
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dge over Murder Creek is
of 19'6".

vel lanes with an 0-11 mat
gravel shoulders.

ain, base, surface, curb
C., a roadway on improved
connections to an indus-
ss to I-5 at the Murder
roadway normally to have
10' shoulders and an 18'
oulders and median are
commodate acceleration lanes,
ider islands and
or a pier for the RR bridge.
onstructed for Murder Creek
x8' box culvert of bridge
centerline of the roadway
rline of the box culvert at
of 47°. Reconstruction of
forces to accommodate
e unusual orcomplicated

inimum

separation structure U'xing,
ing one track). There are 29

freight trains per day which travel 60 mph, and 2 passenger trains per day which travel at 70 mph.

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required.

UNUSUAL OR COMPLICATED SITUATIONS: As part of this project, the SP Co. with its own forces will reconstruct a portion of its structure over the roadway. With their own forces doing this work the RR can operate normally and no shoo-fly will be necessary. This new portion of the structure is to have 2 concrete box girder spans - one being 37'4", and the other being 40'3" in length. Material removed from the existing structure will be salvaged by the SP Co. All costs incurred by the SP Co. on this project will be reimbursed according to PPM 30-3.

Temporary traffic control signals are to be furnished by the State at no cost to the county. These signals are to be installed and maintained by the State. State to pay electric power for signals.

ROUTE DATA: This is a mail and school bus route, and serves a growing industrial area and farming.

MINIMUM DESIGN STANDARDS: Due to the physical characteristics of the terrain and to get the necessary clearance under the RR structure, it is necessary to have two short grades greater than 5%.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state butthe County Court or Board of County Commissioners, as respects county roads, has the power and authority to designate the location on the right of way pursuant to rules and regulations adoped by it.

ORM PR-48
REV. 10-68)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	3/26/69
BY (Signature)	Mr. Young's March 20 letter.
TITLE	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1* M NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1003 THRU 1004

M O.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
03	S-554(3)	4.7	132,000	79,200	Hermiston-Meadow Valley Interchange Sec.	Pave
04	S-567(1)	0.3	260,000	156,000	Murder Creek Section *	G, P & 2 struc's

* Safety Classification

3-26-69

RECEIVED
APR 1 - 1969
FOR FILING

S-567(1)
7224

ED TO
Young 3-28-69
Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

ARKS (Division)

On Item 1003, S-554(3) Hermiston-Meadow Valley Interchange Section, it is understood that the use of 4' shoulders is approved as a Secondary Road Plan Design exception. The stipulation concerning the UPRR crossing in Item 999 program approval (8/14/68) applies also to this project.

On Item 1004, S-567(1) Murder Creek Section, approval of the method of construction was granted in our February 5, memo. The Secondary Road Plan Design exception is approved.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved June 24, 1968, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
TE	SIGNATURE AND TITLE	DATE 3/26/69	SIGNATURE AND TITLE For R. E. Simpson, Division Engineer

Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
MAR 24 1969

F[illegible]

~~[illegible]~~
~~[illegible]~~

Tualatin Bruno, Barber
Portland

S-567(1)
7234

March 20, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two secondary projects Items Nos. 1003 and 1004, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

RC:vr

MONTHLY TRANSACTION NO.		FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.		**FEDERAL-AID PRO** (PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 1.4 mi. N. Albany to W. 0.3 mi. 21 65	**ADT**	PRESENT 2,900	FUTURE 4,900 (66) (70)	YEAR 89 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, Drain, H.T. Pave. 2 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTHY (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Linn
	NAME OF URBAN AREA 17-31	ROUTE NO. S | FEDERAL-AID

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 1.4 mi. N. Albany to W. 0.3 mi. (Murder Creek Section)			
5					**ROW**					
5					**CONST** (CODE) (Safety)			0.3	260,000	156,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.3	260,000	156,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

*The State to contract all of the proposed w
will be accomplished by R.R. forces. Railr
R.R. benefits involved. Project is listed
Page 12 lines 5 & 6 Linn County.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ni. 65	**ADT**	2,900	4,900 (66) (70)	89 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1004 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	— (70)	(71)	(72) (73)	(74) (75)	S 14 23	567(1) 7 13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	761 (32)	Co. Rd. (36)	(37) (41)

	ESTIMATED PROJECT COST BY PHASES					
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			Gr.Dr., 2-12' basic lanes H.T. Pave., 10' shldrs. 18' median, 1 double 12'x8' box culvert, bridge length .38' *One Prest. box girder R.R. U'Xing str. length 77' to be Reconst. by R.R. forces. ROW 50' min; Access control-None Parking res.- None R.R. Adj. Req.incl. prep. work.
on)	0.3	260,000	156,000	52,000	52,000 (Co.)	
	0.3	260,000	156,000	52,000	52,000 (Co.)	
		(18) (23)	(24) (33)			

REMARKS
Relocation Assistance none involved.

*The State to contract all of the proposed work with the exception of R.R. U'xing Str., which will be accomplished by R.R. forces. Railroad adequately protected by existing U'xing so no R.R. benefits involved. Project is listed in the May 1966 "Inventory of Hazardous Locations", Page 12 lines 5 & 6 Linn County.

(over)

Murder Creek Section
Project No. S-567(1)

EXISTING FACILITIES: 0.11 oil mat 22' wide, making 2-11' travel lanes, with 6' gravel shoulders; roadway under the RR structure is 20'4" wide. There is an acceleration lane from an industrial connection on the southerly side and a connection to I-5 on the easterly end. The RR structure is a timber trestle - except that portion over the road which has steel beams on concrete abutments. Bridge over Murder Creek is 40' long and has an H.C. of 19'6".

ADJACENT SECTIONS:
NORTH END:)2-11' travel lanes with an O-11 mat
SOUTH END:) with 6' gravel shoulders.

PROJECT DATA: Grade, drain, base, surface, curb and pave with 3-½" of A.C., a roadway on improved alignment. Improve the connections to an industrial road and the access to I-5 at the Murder Creek Interchange. The roadway normally to have 2-12' travel lanes with 10' shoulders and an 18' median; however, the shoulders and median are variable in width to accommodate acceleration lanes, a left-turn refuge, divider islands and protective guard rail for a pier for the RR bridge. A new channel is to be constructed for Murder Creek along with a double 12'x8' box culvert of bridge lengths 38', along the centerline of the roadway intersecting the centerline of the box culvert at 274+39.40, with a skew of 47°. Reconstruction of RR U'xing by S.P.R.R. forces to accommodate proposed roadway. (See unusual orcomplicated situation below.)

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None
RR XING: Grade separation structure U'xing, (U'xing one track). There are 29 freight trains per day which travel 60 mph, and
trains per day which travel at 70 mph.

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required.

UNUSUAL OR COMPLICATED SITUATIONS: As part of
the SP Co. with its own forces will reconstruct
its structure over the roadway. With their own
this work the RR can operate normally and no sh
necessary. This new portion of the structure i
concrete box girder spans - one being 37'4", an
being 40'3" in length. Material removed from t
structure will be salvaged by the SP Co. All c
by the SP Co. on this project will be reimburse
to PPM 30-3.

Temporary traffic control signals are to be fur
State at no cost to the county. These signals
installed and maintained by the State. State t
power for signals.

ROUTE DATA: This is a mail and school bus rout
a growing industrial area and farming.

MINIMUM DESIGN STANDARDS: Due to the physical
of the terrain and to get the necessary cleara
RR structure, it is necessary to have two short
than 5%.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the bou
incorporated city, any person or corporation h
privilege to construct, maintain and operate t
telephone and power lines along the public roa
and streets of the state but the County Court o
County Commissioners, as respects county roads
power and authority to designate the location
of way pursuant to rules and regulations adop

l oil mat 22' wide,
, with . 6' gravel
he RR structure is 20'4"
ration lane from an
the southerly side and
e easterly end. The
trestle - except that
ch has steel beams on
ge over Murder Creek is
of 19'6".

l lanes with an 0-11 mat
gravel shoulders.

in, base, surface, curb
., a roadway on improved
connections to an indus-
to I-5 at the Murder
roadway normally to have
10' shoulders and an 18'
lders and median are
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r a pier for the RR bridge.
onstructed for Murder Creek
8' box culvert of bridge
enterline of the roadway
ine of the box culvert at
f 47°. Reconstruction of
rces to accommodate
unusual orcomplicated

mum

paration structure U'xing,
one track). There are 29

freight trains per day which travel 60 mph, and 2 passenger trains per day which travel at 70 mph.

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required.

UNUSUAL OR COMPLICATED SITUATIONS: As part of this project, the SP Co. with its own forces will reconstruct a portion of its structure over the roadway. With their own forces doing this work the RR can operate normally and no shoo-fly will be necessary. This new portion of the structure is to have 2 concrete box girder spans - one being 37'4", and the other being 40'3" in length. Material removed from the existing structure will be salvaged by the SP Co. All costs incurred by the SP Co. on this project will be reimbursed according to PPM 30-3.

Temporary traffic control signals are to be furnished by the State at no cost to the county. These signals are to be installed and maintained by the State. State to pay electric power for signals.

ROUTE DATA: This is a mail and school bus route, and serves a growing industrial area and farming.

MINIMUM DESIGN STANDARDS: Due to the physical characteristics of the terrain and to get the necessary clearance under the RR structure, it is necessary to have two short grades greater than 5%.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state butthe County Court or Board of County Commissioners, as respects county roads, has the power and authority to designate the location on the right of way pursuant to rules and regulations adoped by it.

NOTED
H. S. COX

SAFETY Yes

MEMO TO R. N. CHASE: March 13, 1969

M.P. 1.66 to 2.05

FAS 761, LINN COUNTY: MURDER CREEK SECTION

TERMINI: The easterly end of the project is adjacent and connects to the Murder Creek Interchange on I-5.

PROPOSED WORK: Grade, drain, surface, curb and pave; make channel change in Murder Creek; construct box culvert; reconstruct a portion of Southern Pacific U'Xing.

PROJECT LENGTH: 0.27 mile.

CONSTRUCTION COSTS:

TOTAL	FEDERAL	STATE	COUNTY
$260,000	$156,000	$52,000	$52,000

EXISTING FACILITIES: O-11 oil mat 22' wide, making 2-11' travel lanes, with 6' gravel shoulders; roadway under the RR structure is 20'4" wide. There is an acceleration lane from an industrial connection on the southerly side and a connection to I-5 on the easterly end. The RR structure is a timber trestle - except that portion of over the road which has steel beams on concrete abutments. Bridge over Murder Creek is 40' long and has an H.C. of 19'6".

ADJACENT SECTIONS:
NORTH END: }
SOUTH END: } 2-11' travel lanes with an O-11 oil mat with 6' gravel shoulders.

PROJECT DATA: Grade, drain, base, surface, curb and pave with 3-1/2" of A.C., a roadway on improved alignment. Improve the connections to an industrial road and the access to I-5 at the Murder Creek Interchange. The roadway normally to have 2-12' travel lanes with 10' shoulders and an 18' median; however, the shoulders and median are variable in width to accommodate acceleration lanes, a left-turn refuge, divider islands and protective guard rail for a pier for the RR bridge. A new channel is to be constructed for Murder Creek along with a double 12'x8' RCBC 103'long with the centerline of the roadway intersecting the centerline of the box culvert at 274+39.40, with a skew of 47°.

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None
RR XING: Yes - separation structure. There are 29 freight trains per day which travel 60 mph, and 2 passenger trains per day which travel at 70 mph.
SYSTEM ACTION: Completed
PUBLIC HEARING: Not required.

UNUSUAL OR COMPLICATED SITUATIONS: As part of this project, the SP Co. with its own forces will reconstruct a portion of its structure over the roadway. With their own forces doing this work the RR can operate normally and no shoo-fly will be necessary. This new portion of the structure is to have 2 concrete box girder spans - one being 37'4", and the other being 40'3" in length. The outside width being 17'. Material removed from the existing structure will be salvaged by the SP Co. All costs incurred by the SP Co. on this project will be reimbursed according to PPM 30-3.

Temporary traffic control signals are to be furnished by the State at no cost to the County. These signals are to be installed and maintained by the State. State to pay electric power for signals.

~~This project is being programmed with the understanding that the agreement with the SP Co. will be completed before advertising date.~~

ROUTE DATA: This is a mail and school bus route, and serves a growing industrial area and farming.

MINIMUM DESIGN STANDARDS: Due to the physical characteristics of the terrain and to get the necessary clearance under the RR structure, it is necessary to have two short grades greater than 5%.

RELOCATION ASSISTANCE: No

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
F. B. [illegible]

NOTED
RICHARD UNREIN

NOTED
[illegible]

NOTED
H. S. COX

March 13, 1969

Mr. Richard Dalke
Linn County Engineer
Courthouse
Albany, Oregon 97321

Murder Creek Section
FAS 761
Linn County

Dear Dick:

Attached is the latest estimated costs for subject project. Also attached is a copy of the Southern Pacific Company estimate. Note that our total estimate includes the Southern Pacific Company estimate.

Please keep this estimate confidential, and if we can be of further assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Planning Engineer

HR:eb
Att.

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
HARWELL

Murder Creek Section

Cost Estimate 1/2

3-13-69 Johnson

Item No	Item	Quantities	Unit Price	Amount
1	Temporary Protection and Direction of Traffic	All Specified		$ 4000 —
2	Clearing and Grubbing	All Specified		5,000.00
3	Ditch Excavation, Unclassified	230 Cu. Yds.	3.00	690 —
4	General Excavation, Unclassified	14,700 Cu. Yds.	.85	12,495 —
5	Special Borrow Excavation, Unclassified	460 Cu. Yds.	1.50	690 —
6	Finishing Roadbed and Slopes	All Specified		600. —
7	Trench Excavation	1,080 Cu. Yds.	3.50	3780 —
8	Special Backfill in Drains	20 Cu. Yds.	8.00	160 —
9	Watering	170 M-Gals	3.50	595 —
10	Obliteration of Roadway	570 Sq. Yds.	1.00	570 —
11	Pavement Replacement	16 Lin. Ft.	5.00	80 —
12	Lime Treated Subgrade	12,600 Sq. Yds.	.40	5040 —
13	Lime for Treated Subgrade	140 Tons	30.00	4200 —
14	3/4"-0 Material in Base	60 Tons	3.00	180 —
15	Stone Base	5,080 Tons	2.85	14478 —
16	Bituminous Base Mixture	4,300 Tons	6.00	25,800 —
17	Asphalt in Bituminous Base Mixture	190 Tons	33.00	6,270 —
18	3/4"-0 Aggregate in Prime Coat	90 Cu. Yds.	5.85	526 50
19	RC-250 Asphalt in Prime Coat	16 Tons	52.00	832 —
20	Class "B" Asphalt Concrete	2,600 Tons	7.75	20,150 —
21	Class "A" Concrete in Box Culvert	310 Cu. Yds.	55.00	17,050 —
22	Reinforcement in Box Culvert	38,000 lbs	.16	6080 —
23	Loose Riprap	400 Cu. Yds.	5.00	2000 —
24	12-inch Culvert Pipe	160 Lin. Ft.	3.75	600 —
25	18-inch Culvert Pipe	660 Lin. Ft.	5.25	3465 —
26	24-inch Culvert Pipe	300 Lin. Ft.	[illegible]	2700 —
27	6-inch Drain Pipe	230 Lin. Ft.	2.25	517 50

RECEIVED
MAR 13 1969
ENGINEER
COUNTY & CITY DIVISION

2/2

Murder Creek Section — Cost Estimate

Item No	Item	Quantities	Unit Price	Amount
28	Vertical Alternate Flashing Beacon	2 Only	500-	1000-
29	Concrete Inlets, Type G-1	4 Only	130.00	520-
30	Concrete Inlets, Type G-2MA	1 Only	200.00	200-
31	Concrete Curbs	100 Cu.Yds.	50.00	5000-
32	Concrete End Piece	2 Only	200.00	400-
33	Extra for A.C. Conc. Approaches	6 Only	40.00	240-
34	Extra for A.C. Conc. Traffic Markers	40 Lin.Ft.	1.50	60-
35	Guide Posts, W-1	35 Only	8.00	280-
36	Guide Posts, X-1	8 Only	8.00	64-
37	Guard Rail, Type 2A	900 Lin.Ft.	4.00	3600-
38	Guard Rail Terminal Anchors	2 Only	200.00	400-

$150,313-
78770-
229,083.00
13½% 30,926.21
260,009.21

Extra Items

Flagging	2000.00
Seeding + Mulching	1500-
Striping	500-
Temp Traffic Signals	2000-
Tack Coat	200-
RR Protecting Costs	2800-
Other R.R Costs	69,770-

RECEIVED
MAR 13 1969
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 25 1969
ENGINEER
COUNTY & CITY DIVISION

March 12, 1969
(date)

NOTED
[illegible]

Linn County Court
P. O. Box 100
Albany, Oregon 97321

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway FAS 761

Section Murder Creek (Salem Road) Bridge: 2 Structures, Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

NOTED
HAROLD REYNOLDSON

3/21/69
(date)

By
County Judge

By ____________________
Commissioner

By ____________________
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Aronsmeier

NOTED
MAINOR C. HOLMES

RECEIVED
MAR 13 1969

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

3-567(1)
7224

March 10, 1969

cc's sent 3-12-69

F.B. Klaboe
F.D. Morgan
L.H. Young
T.C. Roake
F.E. Terpin
G.C. Wills
R.D. Asburry (2)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. D. J. Barbee

Dear Sir:

We have reviewed the plans for the Murder Creek Section, FAS 761, in Linn County.

There will be no wildlife problems as a result of this construction, so the preliminary plans are approved.

We appreciate being notified of the proposed construction.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAR 12 1969
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 - 1969
FOR

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street Ne.
Salem, Oregon 97301

S-567(1)

7224

DATE: March 3, 1969

In reply refer to: 08-35-EC/400.1

App "No" Hearing
Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon S567(1)
Murder Creek (Salem Road) Bridge Section
Linn County
Public Hearing

We have reviewed the information included in your February 28, 1969 letter concerning the status of this project. Based on this information we concur that no hearing is required for the subject construction project.

NOTED
F.B. KLABOE

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

copies to Wolfe
Young
Barbee
Cox
Moehring

3-5-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 28 1969
FOR [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Murder Creek (Salem Road)
Bridge Section
FAS 761
Linn County

Dear Mr. Simpson:

As a result of discussions with Mr. Glen L. Green on the subject project, verbal concurrence was given to waive the necessity of holding a public hearing. We now request that written approval be given to the effect that a public hearing is not required for this project.

We feel that the following facts are pertinent to our determination:

1. All rights of way were either acquired or under negotiation prior to the effective date of PPM 20-8.

2. All property owners were offered just compensation for property.

3. There was no relocation of persons from homes, businesses or farms.

4. The project does not involve the by-passing of or going through any incorporated city or unincorporated town, village or community.

5. Final design is substantially completed.

6. A PUC order involving Southern Pacific Company has been issued based on design plans mutually agreeable to the railroad, the State and Linn County.

7. The railroad agreement is also being written based on design plans mutually agreeable to all parties concerned.

NOTED
F.B. KLABOE

Very truly yours,

H. S. Cox
County and City Engineer

RHPrange
By: R. H. Prange
Field Engineer

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RHP:eb
cc F. B. Klaboe
L. H. Young
R. N. Chase

FORM FHWA-121A (2-68)

RECEIVED
FEB 26 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

FOR FILE
S-567(1)
7224

Klaboe ✓

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 20, 1969

In reply refer to: 08-35-EC

G L Green

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-567(1)
Murder Creek Bridge Section
Southern Pacific Railroad Bridge

Our memorandum dated February 5, 1969 with the above subject included the following paragraph: "Materials purchased by the Railroad specifically for this project are not eligible for the handling cost payments under PPM 30-3, Paragraph 10e." There apparently is some confusion as to the meaning of this statement.

Various materials, such as the girders, will probably be purchased specifically for this structure and will not be processed through company stores. These materials will therefore not be eligible for handling cost payments under PPM 30-3, Paragraph 10e. Other materials processed through the company stores will of course be eligible for handling cost payment under Paragraph 10e.

We hope this will clarify the intent of our memorandum.

copies to Edwards
Barbee
Young
Cox
Morgan
Merchant
Hunter

2-25-69

TOM EDWARDS

RECEIVED
FEB 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

622B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Room 1007

February 19, 1969

IN REPLY PLEASE REFER TO
911395/322
0-0-68-2

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 93710

Dear Sir:

This has reference to your letter of February 3, 1969 file SPRR Undercrossing at Murder Creek, Murder Creek, (Salem) Bridge Section, Salem Road, FAS 761, Linn County Bridge No. 622B, concerning the alteration of existing Murder Creek highway undercrossing.

We have reviewed the construction sequence as proposed by the State and with an insertion between items 1 and 2 of your said letter we find such satisfactory.

Attached herewith are two prints of our CE Drawing 35914, sheet 1, which have been revised as to the construction sequence and one copy of estimate of work to be performed by Railroad subject to reimbursement from the State. As you will notice, it was necessary to revise the estimated costs for signal work and to add an item for communication work. This estimate will be used as Exhibit "A" in the proposed construction-maintenance agreement.

As a matter of information we will not have a pile driver available until about June 1, account of the recent unusual storm damage.

Yours very truly,

H. M. Williamson

NOTED
IVAN D. MERCHANT

Attachs.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 24 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Copy of letter & Estimate
To. T.W. Litchfield 2-24-69
C.G. Swenson
K.D. Asbury with one print. 2-25-69.

RECEIVED
FEB 27 1969
ENGINEER
COUNTY & CITY DIVISION

4-62

[illegible]
C.S. 30-8

EXHIBIT "A"

Sheet 1 of 1 Sheets

Form 30 No.__________

DETAIL OF ESTIMATE

Character of Work	Unit	Quantity	Labor	Material	Total
ESTIMATED COST TO STATE OF OREGON, ON FEDERAL AID BASIS, TO RECONSTRUCT COUNTY ROAD FAS-761 UNDERPASS NO. C-694.3-B AT MILLERSBURG.					
A. B.&B. Work			$ 35,595		
B. Signal Work			2,410		
C. Communications Work			2,530		
D. Track Work			2,635		
E. Electrical Work (signal)			250		
F. Engineer Inspector & expenses			6,300		
G. Preliminary Engineering			530		
H. Foreign Line Freight			138		
I. Freight (SP Lines)			2,970		
J. Material Handling Charge			1,083		
K. Vacation Allowance			1,357		
L. Holiday Pay			622		
M. Health & Welfare			1,131		
N. R.R. Retirement & Unemployment Tax			3,113		
O. P.D., P.L. & W.C. Insurance			984		
P. Accounting & Billing			2,574		
Q. Contingencies			6,423		
R. Gross Cost			70,645		
S. Less Salvage			875		
T. NET COST TO STATE			$ 69,770		

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 24 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Rev.
2-18-69

RECEIVED
FEB 11 1969
FC...

S-567(1)
7334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1969

SUBJECT: PUX 705 - Murder Creek Project
Southern Pacific Company
Linn County

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

Herewith I hand you a copy of Order No. 45452, issued by the Public Utility Commissioner under date of February 4, 1969, relative to the above-subject matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

phm
Attachment

cc: F. B. Klaboe
Ivan Merchant
F. D. Morgan (2)
E. S. Hunter (2)
R. D. Asburry (2)
R. N. Chase (3)
F. B. Crandall
T. W. Litchfield
H. C. Johnson
G. W. Ross
Harold Reynoldson

NOTED
R. L. PORTER

RECEIVED
FEB 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Order #45452

[illegible] EIVED
[illegible] 10 [illegible]
[illegible]

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 468

In the Matter of the Application of the STATE OF OREGON, Oregon State Highway Commission, to reconstruct an existing grade separation structure which carries trains on Southern Pacific Company tracks over vehicular traffic on Salem Road, Linn County, Oregon.	ORDER

On September 18, 1968, the State of Oregon filed an application with the Commissioner for authority to construct a highway-railroad overcrossing pursuant to the provisions of ORS 763.040 and 763.050.

Attached to and a part of the application are three drawings showing the vicinity, location, distances, dimensions and other details relevant to the proposed project.

Applicant alleges that the parties affected by the proposed overcrossing reconstruction are the Southern Pacific Company and Linn County. Copies of the application and attached drawings were served upon the above named parties. No objection has been made by any party to the granting of the application.

Due consideration has been given to all representations set forth in the application and responses thereto. No issues within the purview of ORS 763.080, which would require a public hearing, are raised by any railroad company or public body. The delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified and none will be required.

Based upon the application, the record herein and investigation in the field, it is found that:

Applicant is a "Public Authority", Southern Pacific Company is a "Railroad" and the public thoroughfare involved is a "Highway" all as defined in ORS 763.010.

Applicant proposes to have the existing undercrossing structure over Salem Road (Crossing No. C-694.3-B) reconstructed. Said project necessitates the reconstruction of the existing structure and roadway under the tracks of the Southern Pacific Railroad. The existing structure is located in the S.W. ¼ of Section 28, Township 10 South, Range 3 West, Willamette Meridian, Linn County, Oregon. The proposed project is for the reconstruction of an existing undercrossing structure and no grade crossing will be eliminated. Since the railroad will not materially benefit from the project, no participation in the cost of said structure is requested from the railroad.

Upon completion, the average daily traffic on Salem Road will be approximately 2,900 vehicles with an anticipated increase to 4,900 vehicles per day in 20 years. At the site of the proposed overcrossing, there are 29 freight and two passenger train movements daily. The speed of the freight trains is 60 M.P.H. and the passenger trains is 70 M.P.H.

Applicant proposes that all work of construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(1) Prepare plans and specifications for project and award a contract or contracts and supervise the construction of all work on project not to be performed by railroad under "Things to be Done by Railroad" subject to reimbursement by Applicant.

(2) Finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith.

THINGS TO BE DONE BY RAILROAD:

(1) Subject to reimbursement by applicant as set forth in Paragraph (2) under "Things to be Done by Applicant".

(a) Construct the undercrossing and its appurtenances as shall be agreed upon in detail between applicant and railroad.

(b) Remove and protect the signal and communication lines during the same period and replace in final location on the structure upon completion of construction.

(c) Furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(2) At its own expense, maintain the structure and its appurtenances, the railroad tracks with their appurtenances and facilities.

THINGS TO BE DONE BY THE COUNTY:

(1) After completion of project, maintain the roadway and its appurtenances under the structure.

By letter dated January 16, 1969, applicant states that at all times during and after construction, vertical and horizontal clearances will exceed the minimum standards set forth in the rules and regulations of the Public Utility Commissioner of Oregon.

The proposed overcrossing reconstruction is for the accommodation of the public. No objections by any party hereto are made to the reconstruction of said overcrossing, to the proposed manner of its reconstruction, or to applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are approved.

The proposed reconstructed overhead crossing structure will be of modern design and construction capable of accommodating present anticipated train traffic. The reconstruction will continue to eliminate those hazards inherent in highway-railroad crossings at grade and therefore promote public safety and convenience, all in the public interest.

From the foregoing, it is concluded that the application should be granted. It is therefore

ORDERED that the application of the State of Oregon, Oregon State Highway Commission, be and the same is hereby granted under the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with modern accepted engineering practices and in conformity with the design and details as contained in the application and on the drawings attached thereto;

(2) All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation C-694.3-B be continued at the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective FEBRUARY 4 1969.

Sam R. Haley
Public Utility Commissioner

FEB 10 1969

S GOVERNMENT

Memorandum

S-567(1)

7224

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 5, 1969

In reply refer to: 08-35-EC
X423.33

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project S-567(1)
Murder Creek Bridge Section
Southern Pacific Railroad Bridge

The use of Railroad Forces for the construction of the railroad structure is found to be in the public interest as supported by Mr. Prange's January 12 letter and attachments. No reimbursable work should commence until our program approval.

You should be guided by your Secondary Road Plan and PPM 30-3 in the documentation of eligible costs. Particularly note paragraph 7 and the cross-reference to paragraph 23 of PPM 21-10 for this documentation and preparation of the Railroad agreement. It is not necessary that we approve this agreement.

Materials purchased by the Railroad specifically for this project are not eligible for the handling cost payments under PPM 30-3 paragraph 10e.

It should be clearly understood that our concurrence here is not to be construed as a precedent, as each case shall necessarily rest on its own merits.

2-7-69

REFERRED TO Barber-Young-Coy-Morgan
Edwards

copy- Merchant
Hunter
2-10-69

NOTED
TOM EDWARDS

RECEIVED
FEB 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

622B

February 3, 1969

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: H. M. Williamson
Chief Engineer

Subject: SPRR U'Xing at Murder Creek
Murder Cr. (Salem) Bridge Section
Salem Road, FAS 761
Linn County
Bridge No. 622B
Your File 911395/322
0-0-68-2

Gentlemen:

Please refer to your letter of January 14, 1969, regarding subject. Following our conference telephone call, in which several questions regarding the subject were discussed, we have determined that the design drawings submitted by you meet with our approval with the exception of the construction sequence. It is our opinion that the sequence should be as follows:

1. The loading pads required for the operation of the truck cranes will be constructed by the State's contractor, who will be instructed to have this work completed by May 15, 1969. (This date is contingent upon bids for construction of the grading and paving being received on April 17, 1969).

2. Southern Pacific Railroad to drive steel piling encase with concrete and set concrete caps for Piers Nos. 1 and 2, using rail-mounted machine.

3. State Highway to furnish, install and maintain traffic signals regulating one-way traffic on the existing roadway.

4. Southern Pacific Railroad forces to drill into the face of Abutment No. 1, grout dowels with epoxy and pour concrete facing. (See Sheet No. 2 Remodel of Abutment No. 1).

Aa. in file

5. Southern Pacific Railroad, using two truck cranes, to remove existing structure between Piers Nos. 1 and 2, and place prestressed box girder beams in Span 1, along with two short timber deckings and relay track for railroad traffic.

6. Support existing steel beam span on concrete facing, and cut down existing bridge seat to new elevation, and modify abutment backwall to match new Span No. 2. This step to be done while maintaining one-way traffic at all times, except for incidental closures, which would be controlled by flagging.

7. Southern Pacific Company to remove existing steel span and top of existing pier as required and place Span No. 2, using two truck cranes, closing to traffic the existing highway for no more than 2 hours at a time, and maintaining one-way traffic at other times. (With the completion of this step, the work by Southern Pacific Railroad forces will be completed on or before July 15, 1969.)

8. State Highway to finish the grading and paving under Span No. 1, and route traffic through Span No. 1.

9. State Highway to remove the remainder of the existing railroad pier and complete highway through Span No. 2 and the remainder of the contract.

Note: Step 5 should be initiated by the railroad as soon as practical after step one has been completed, preferably on May 16, 1969. Step Nos. 2 and 3 could be started at any time prior to the completion of step No. 1. Step 4 could also be started before completion of Step 1, but after completion of Step 3.

The features of the above sequence of the construction was roughly outlined in our conference telephone conversation on Thursday, January 30, 1969, and appears to be one in which there will be the least loss of construction time by both the Railroad and Highway contractor, and will enable the contractor to complete the contract in one construction season. If this sequence meets with your approval, please advise and substitute for that shown on Sheet No. 1 of your plans for the reconstruction of the subject undercrossing.

We are attaching 2 sets of prints with our approval, subject to the change in construction sequence.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments
cc: T. W. Litchfield
R. D. Asburry
D. J. Barbee
Southern Pacific Company
251 Union Station, Port. Ore. 97209
Attn: A. W. Kilborn, Supt.

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Room 1007

January 14, 1969

IN REPLY PLEASE REFER TO

911395/322
0-0-68-2

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 93710

Attention: Mr. T.C. Roake - Asst. Bridge Engineer

Dear Sir:

Please refer to your file Murder Creek - SPRR Undercrossing, Murder Creek (Salem Road) Br. Sec., Salem Road-FAS 761, Linn County, Bridge No. 622 B, concerning the alteration of existing Murder Creek highway undercrossing and particularly to my letters of November 21 and December 9, 1968.

With my said letter of November 21 you were furnished tracings of our drawings, covering proposed reconstruction of the existing Murder Creek Structure and sequence of construction, for your review and approval. Likewise, with my letter of December 9 you were furnished estimate of cost of work to be performed by Railroad based on plans furnished you in my said letter of November 21. As of this date we have not received your approval or comments on the above said plans. It is our understanding that the State intends to let the grading contract on this project around May or June of this year and it is the State's desire that the railroad construct their portion prior to this date.

As you are aware, the sequence of construction as now proposed requires coordinating the highway construction work with the reconstruction of the existing structure. Any change in this sequence of construction would have to be worked out, with prints, planning, estimates and exhibits revised accordingly. It will be necessary that these details be worked out prior to the preparation of an agreement between the State and SPCo which must be fully executed before railroad commences any work on this project. As you can appreciate, this can be time consuming and the time to reconstruct the structure could be considerably increased if highway traffic is to be maintained in its present location during the period of construction. It would behoove the State to expedite their review of said plans and furnish comments or approval as soon as possible.

Yours very truly,

H. M. Williamson

Copy to T.H. [illegible] 1-20-69
TCR

T. C. ROAKE

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
D. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

Room 1007

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

January 14, 1969

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 93710

IN REPLY PLEASE REFER TO
911395/322
0-0-68-2

Attention: Mr. T.C. Roake - Asst. Bridge Engineer

Dear Sir:

Please refer to your file Murder Creek - SPRR Undercrossing, Murder Creek (Salem Road) Br. Sec., Salem Road-FAS 761, Linn County, Bridge No. 622 B, concerning the alteration of existing Murder Creek highway undercrossing and particularly to my letters of November 21 and December 9, 1968.

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Yours very truly,

H. M. WILLIAMSON
Per J.A.H.

January 3, 1969

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Murder Creek (Salem Road) Bridge Section
FAS 761
Linn County

Dear Sir:

You will be receiving program data covering the subject project which we have scheduled for the May 15 bid letting. It is our intent to program the total project in two phases: (1) construction of the railroad structure with railroad forces, and (2) construction of the roadway and the Murder Creek Bridge under and adjacent to the railroad structure by contract. The Southern Pacific Company with its own forces will perform the first phase under traffic pursuant to PPM 30-3, and the State will contract the second phase as an FAS-C project.

In regard to the project, the following processes have been or are being accomplished:

1. The preliminary survey has been completed and submitted for design.

2. Right of way data has been sent to Linn County. The County has acquired one parcel and is currently negotiating for the remainder, including railroad easements.

3. P.U.C. application has been made.

4. Structural design plans have been submitted to Southern Pacific Company for approval, and the railroad agreement is presently being prepared.

5. The project is currently scheduled for the May 15, 1969 bid letting.

In 1967, the Oregon Bridge Engineering Company completed and submitted to Linn County an Engineering Feasibility and Cost Study for the Murder Creek Overcrossing. You will note from the attached copy of the study report and comments by our Division Engineer, the proposal, although economically feasible, was inadequate to serve traffic needs in the area. It has since been determined by highway, county, and railroad personnel that construction at the existing site rather than the suggested study site would be more practical, feasible, and in the best interests of all parties concerned.

Also attached are preliminary plans and estimates for the proposed project. You will note that one estimate is considerably higher than the other since it provides for the construction of a shoofly by contract. We prefer the more economical method of allowing Southern Pacific Company to reconstruct the railroad structure with its own forces under traffic pursuant to PPM 30-3. Railroad representatives have informed us that due to contractual obligations with the railroad brotherhood unions, they cannot allow outside contractors to enter upon railroad right of way to construct or reconstruct railroad facilities under traffic. This would necessitate the construction of an expensive temporary shoofly by a contractor in the performance of a state-contracted federal-aid project.

We realize that this will be the first time that this procedure is applied to a federal-aid project, and it may set a precedent for future ones - particularly FAS-C projects; however, we feel that the interests of the public will be best served by this method. It is therefore requested that you make a determination of public interest in this matter and concur in our intended procedures.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. H. Prange
Field Engineer

RHP:eb
Attachments

cc R. L. Porter
F. B. Klabes
Ivan Merchant
D. J. Barbee
R. D. Asburry

ENGINEERING FEASIBILITY AND COST STUDY

MURDER CREEK RAILROAD OVERCROSSING AND INTERCHANGE

for

LINN COUNTY COURT
ALBANY, OREGON

By: OREGON BRIDGE ENGINEERING COMPANY

RECEIVED
DEC 13 1968
ENGINEER
COUNTY & CITY DIVISION

FOREWORD

On January 3, 1967, Mr. W. A. Palmateer and D. W. Gallaher of Oregon Bridge Engineering Co., met with Mr. Richard Dalke, Linn County Engineer, to view the Murder Creek Site.

It was proposed that Oregon Bridge Engineering Co., make a preliminary engineering and cost study of the feasibility of rerouting the traffic to bypass the existing undercrossing.

Following is the report and our recommendations for the solution of the problem.

BASIS OF STUDY

The first step of the study consisted of preparation of an aerial photograph from flight negatives on file at Carto Photo Lab in Eugene. These flights were originally made for CH$_2$M, Corvallis, and Western Kraft Corporation.[2] From this print (approximately 14" x 34") at 1"=100' scale, an area for the topographic vicinity map was selected and blocked out.

H. G. Chickering Company, with permission of the Plant Manager of Western Kraft Corporation, prepared a 1" to 50 foot topographic map. Tracing paper layouts were then made, with the following considerations as controls.

CONTROL	
Structural	Minimum vertical Railroad clearance of 23'-0" feet (30'± to Finished Grade.) Railroad right-of-way of 50' - Total Crossing Railroad as close to 90° as possible for shortest structure length. Murder Creek unimpaired flow.
Traffic	Design speed of 35 MPH on Main Line. Design Maximum grade % at 6.0 Design speed of 25 MPH on ramps. Left turn Refuge for turning movements (N. Bound) or Interchange Ramp for S. Bound. Safe Acceleration Lanes, where possible. Maximum radius curves on all Intersections.
Roadway Construction Design	1. Fills at 1½:1 slopes 2. Main Line ("L")-24' pavement and 4' paved shoulders - 32' 3. "A" Line two way - 22' pavement and 3' paved shoulders - 28' 4. One way - 18' pavement and no paved shoulder-18' 5. Additional width of pavement on 75'-100' radius curves.

CONTROL (Con't)

Roadway Construction Design (Con't)

6. 16" Base Rock and 4" Asphaltic Concrete on "L" Line.
7. 12" Base Rock and 3" Asphaltic Concrete on "A" Line & Legs.

We must point out the extremely limited area for this overcrossing, which together with the high vertical clearance over the Railroad Tracks, makes a difficult alignment problem - to say the least.

Alignment: "L" 18° curves with spirals were selected to permit a maximum superelevation rate of 0.10ft/ft at the design speed of 35 MPH. "A", "B" & "C" lines were not spiralized due to the space limitations and sharp curves. These lines will require pavement widening to help trucks in turning.

Traffic South Bound on the "L" Line and desiring to turn back to the North (and North Bound I-5 access,) cannot possibly turn East towards the Freeway, due to the dangerous left turn required, together with an impossibly tight radius. This leaves no choice but to turn this traffic West - back towards the Railroad and thence to the North under the Railroad Structure. This "A" leg then, increases the Railroad Structure length by some (45) feet.

Also, "A" leg must carry traffic from the North bound Freeway exit South into Albany. An acceleration lane should be provided for this traffic at the South end of the Project. This acceleration lane becomes a must, considering the South Bound "L" line traffic has the option of turning right into the "A" line, or straight ahead to Albany - leaving the "A" line South Bound traffic in a quandary, as to merge or wait.

At the North end of the Project, traffic North Bound and desiring to turn left (West) and double back to the Industrial area South of the interchange - must have an extensive left turn refuge. Consideration was given to taking this traffic around back under the Railroad Structure. However,

CONTROL (Con't)

Roadway Construction Design (Con't)

the tight radius and extremely steep grades required for this pattern, as well as additional cost for the Railroad Structure, forced our thinking back to the left turn refuge. An acceleration lane for the incoming South Bound traffic from this industrial area, should be considered. However, both the left turn refuge and the acceleration lane will run all the way across the new Murder Creek Bridge, requiring additional roadway width and corresponding expense.

ESTIMATE OF CONSTRUCTION COSTS

Murder Creek Bridge

The final grade line on the North side of the Railroad Structure, results in a high fill on the South approach to Murder Creek. However, the ground surface rises sharply on the North approach. Bridge length was determined with limited impairment to flow of Murder Creek as control for the position of fill toes. Height of fills forced the total length of bridge up to 160 feet. Economical prestressed slab spans may be utilized for this structure, on prestressed concrete piling and poured in place caps.

Estimated cost of this structure, with 40' roadway and left turn refuge is:

$$160' \text{ x } 40' \text{ @\$10.00/ft}^2 = \$64{,}000$$

Railroad Overcrossing

A total length of 195 feet can be obtained by crossing at 70° to the tracks. This length includes a crossing of the "A" Line. $1\frac{1}{2}$:1 fills and Railroad right-of-way lines control otherwise. Approach spans should be poured in place, "T" beams for economy and provision for "warping" into 18° curve superelevation. Crossing of the railroad may be made with prestressed slabs at a maximum span of 50'. This would require a poured 4-inch concrete deck wearing surface in order to prevent a contrast in physical appearance with the usual slab topping of asphaltic concrete.

Estimated cost of this structure with 30' roadway:

$$195' \text{ x } 30' \text{ @\$20.00/ft}^2 = \$117{,}000$$

ESTIMATE OF CONSTRUCTION COSTS (Con't)

Grading

Embankment in place. Availability of material for this item will control the unit price. Borrow sources may be several miles from the Project site and all hauling must be over local, state and county roads, by legal hauling equipment.

Estimated cost of this item for the calculated volume is:

60,250 cu.yds. X $1.50/c.y. = $90,375

Baserock and Paving

These items are readily available and may be provided at OSHD estimating unit prices. The design standards, as previously set forth have been "boiled" down to a cost per lineal foot for each section and roadway width:

Estimated cost:

"L" Line @$12.00/LF
"A" Line @$ 7.50/LF
"X","Y","Z","B","C" @$7.00/LF
Total Estimate: $32,475

Misc. Corrugated Metal Pipe

Adequate drainage is an absolute must for this Project. Relatively large (24" & 36") pipes were selected due to their longer lengths and potential flow. It can readily be observed that water may (on rare occasions) cover most of the site. Guardrail will be required on all of the "L" Line in the high fill areas. Extensive curbs and islands will be required for the left turn movement, acceleration lanes, etc., as well as drainage.

Estimated total for Misc. Grading Items: $18,000

Railroad Flagging & Inspection

This is a difficult cost to pinpoint. However, on previous work of a similar nature with the Union Pacific RR, a similar estimate was made:

Estimate: $ 6,000

ESTIMATE OF CONSTRUCTION COSTS (Con't)

These lines must be protected and may have to be relocated for the bent construction.

Railroad Signal Lines

Estimate: $2,000

Relocate & Raise Power Lines

Close proximity with a substation requires a mandatory cost figure for this work. Location and grade of the "L" line will require raising of a 12KVA line and other lines and poles.

Estimate: $3,000

Signing

Extensive directional and regulatory signs (all plywood) will be required for this Project. Site posts and striping, etc., will be necessary for traffic safety. This work may best be performed by County or State forces.

Estimate: $2,000

Foundation and Soils and Laboratory

Design of these two structures and soils analysis will require at least 4 foundation drill holes for each structure. Materials inspection and testing also, will be required for this Federal Aid Secondary Project.

Estimate: $5,000

Conclusion

Construction costs should not exceed	$321,875
Railroad & Utility will add	18,000
A contingency of 10% should be added as standard policy	32,190
Design (4%) and field (6%) Engineering for the entire project (estimated at -10%)	32,000
Therefore, the total estimated cost of the Project, exclusive or Right-of Way	$394,065

REMARKS

Connection to the I-5 Freeway at the South end of the project is difficult. If the State Highway Department plans to relocate the existing Murder Creek Exit to some point South of its present location, curvature and alignment of the "X" line could be considerably improved.

Connection to the Old Pacific Highway at the North end of the Project, adjacent to Western Kraft Corporation property and opposite the Cemetery can be further worked up and included without a significant increase in the Project's total cost.

CONCLUSION

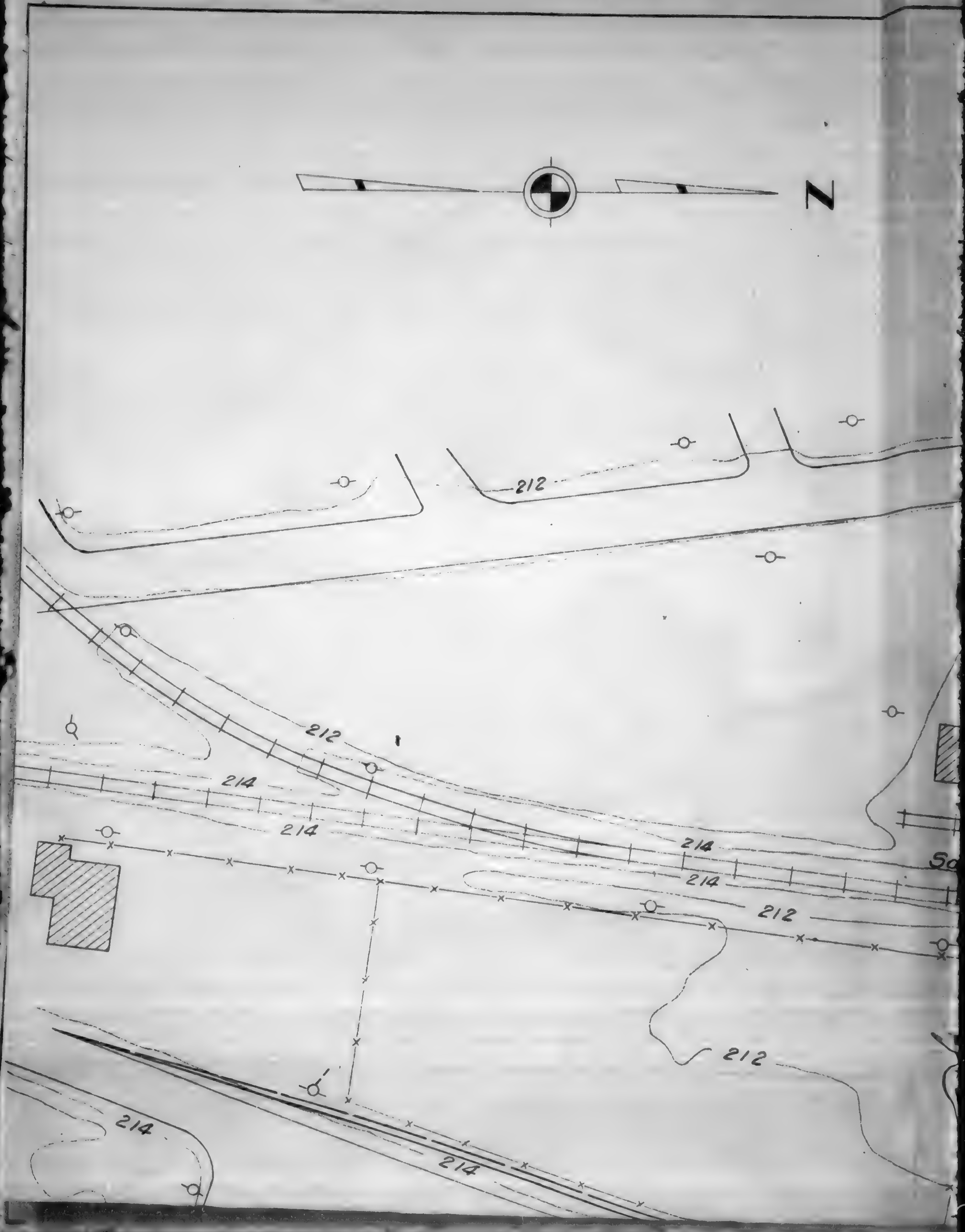
Sight distance will be extremely limited on the Railroad Overcrossing Section of this Project. 18° reversing curves with spirals and at a peak of a 400 foot vertical curve, combine to provide a "No Passing" situation. However, with the design speed limitation of 35 MPH and economic necessity, it is the only feasible method of providing a Railroad Overcrossing at this site.

As to the crossing of Murder Creek; a 19' corrugated metal pipe was investigated in place of a Bridge Structure. Equivalent water carrying capacity to the existing Murder Creek Bridges on parallel County roads would be provided by this pipe. However, a check of the potential cost of pipe and covering fill, together with riprap and concrete headwalls exceeds the estimated cost of a bridge structure of precast prestressed concrete elements.

SUMMARY OF ESTIMATED COSTS

Murder Creek & Railroad Overcrossing Study

1	Railroad Overcrossing	195'x30' @$20.00/ft^2 =	$117,000	
2	Murder Creek Bridge	160'x40' @$10.00/ft^2 =	64,000	
	TOTAL - BRIDGES			$181,000
3	Embankment in Place	60,250 c.y. @$1.50c.y.=	90,375	
4	Baserock & Paving		32,500	
5	Misc. Guardrail, CMP, etc.		18,000	
	TOTAL - GRADING			140,875
	TOTAL CONSTRUCTION			$321,875
6	Railroad Flagging & Inspection		$ 6,000	
7	Relocate Railroad Signal Lines		2,000	
8	Relocate & Raise Power Lines		3,000	
9	Signing & Site Posts (By Linn County)		2,000	
10	Foundation & Soils Investigation & Lab Fees		5,000	
	TOTAL - MISC.			18,000
11	Contingency (10% of Construction Costs)			32,190
12	Engineering - 4% Design, 6% Field			32,000
	TOTAL - ESTIMATED COSTS			$394,065
13	Estimated R/W costs - 7 acres & 6700 ft^2 buildings			80,000
	GRAND TOTAL			$476,000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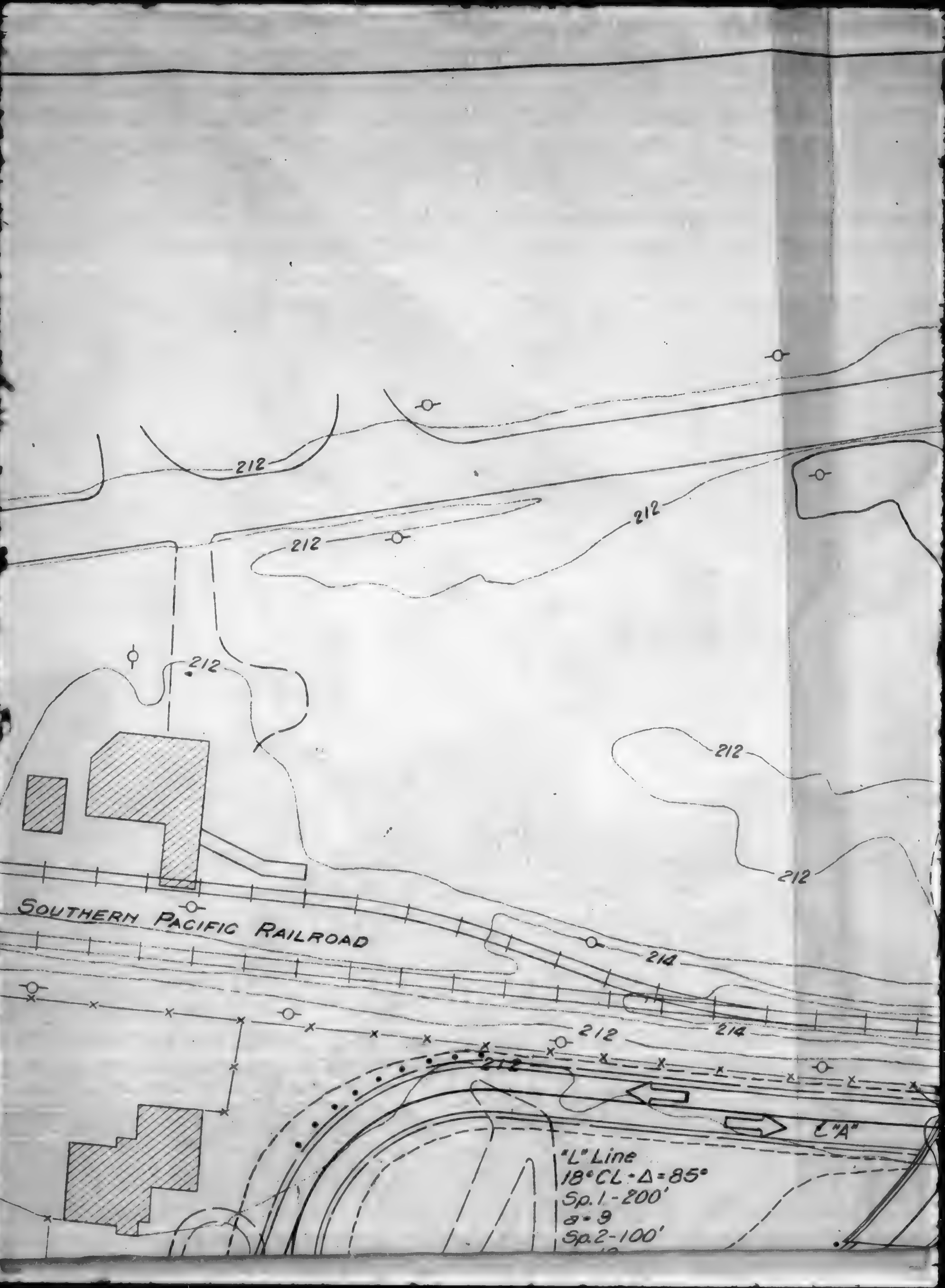
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SOUTHERN PACIFIC RAILROAD
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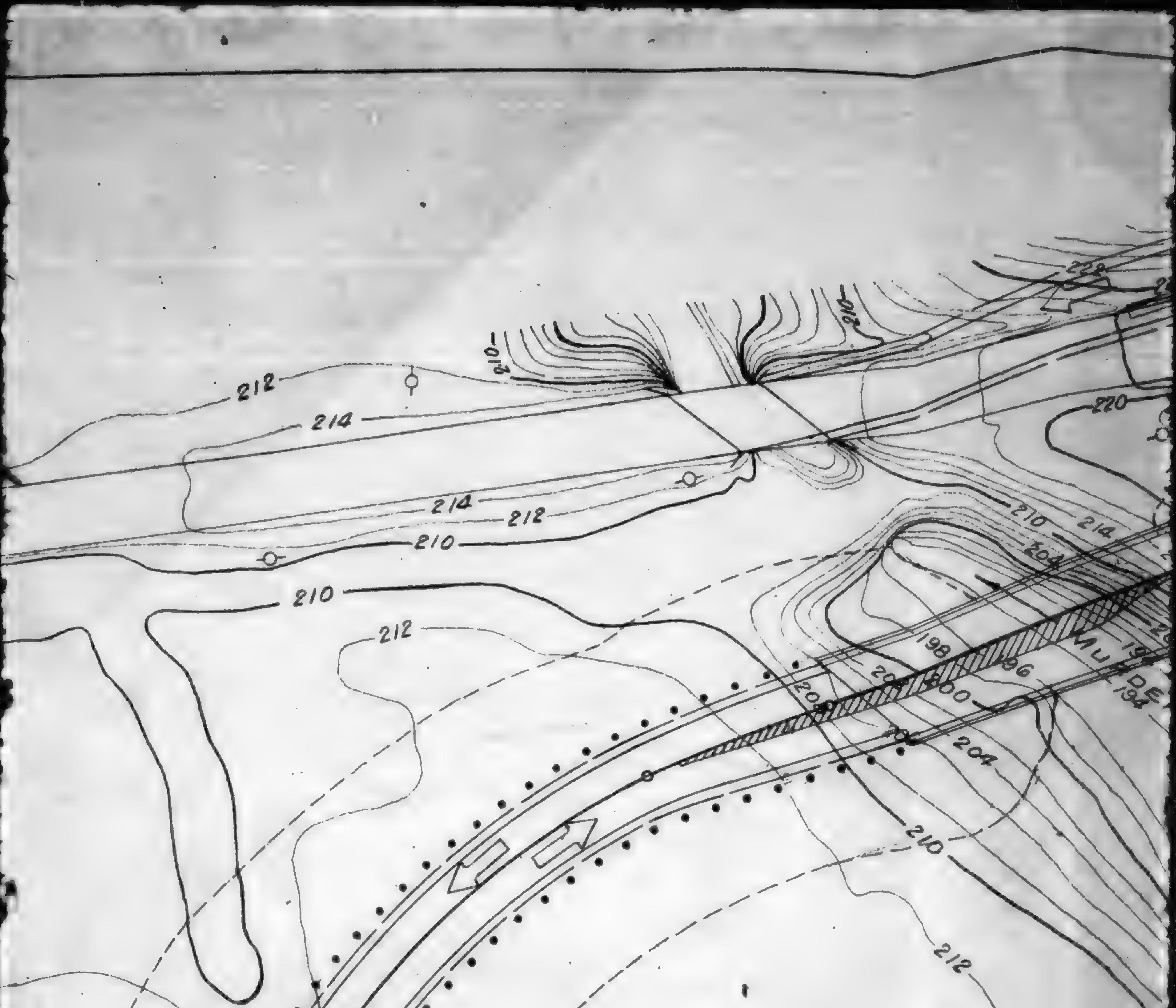
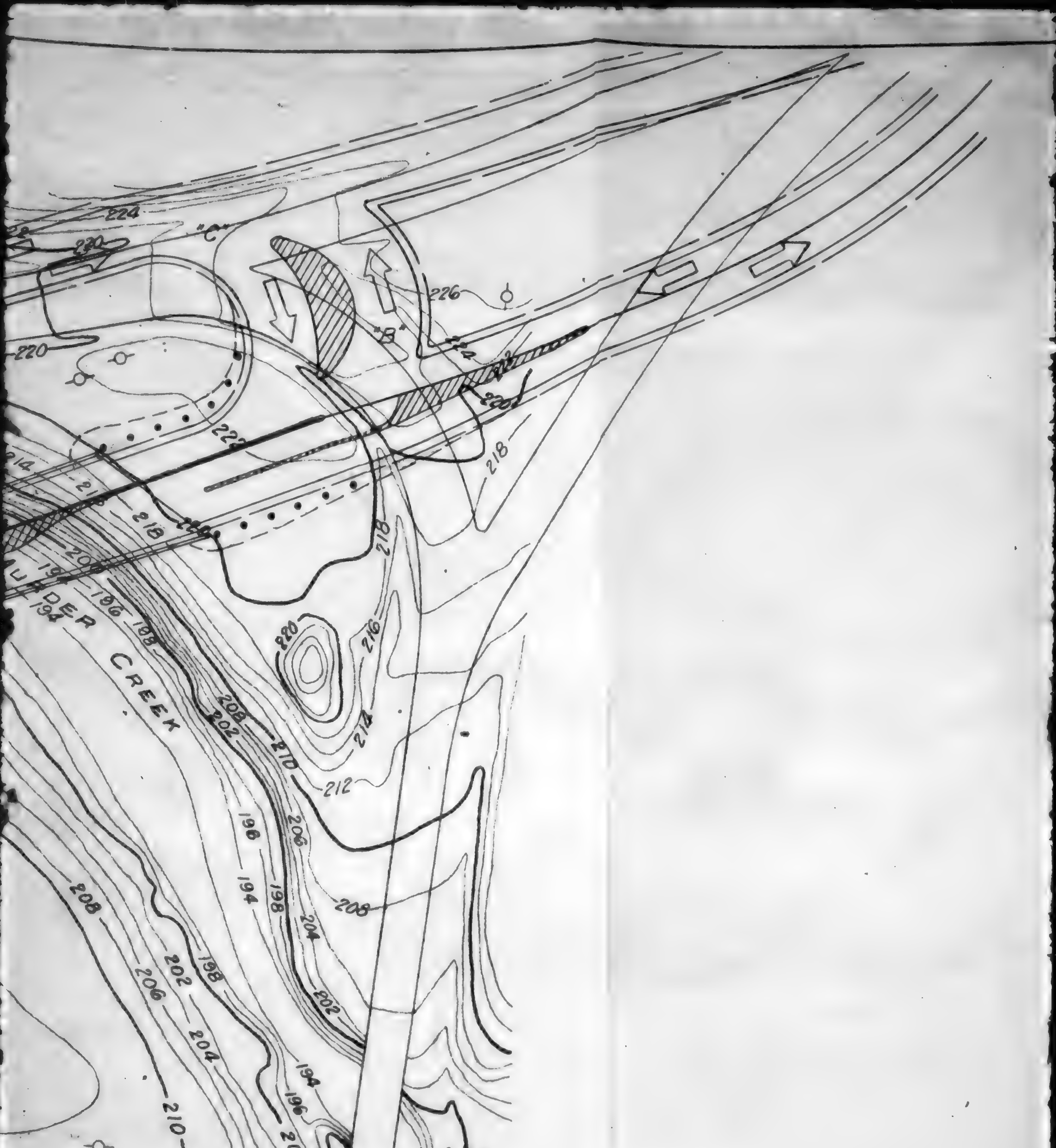
212
℄ "A"
"L" Line
18° CL - Δ = 85°
Sp.1 - 200'
a = 9
Sp.2 - 100'



"L" Line
18° CR-Δ=45°
2-75' Sp.
a=24
Ts=169.63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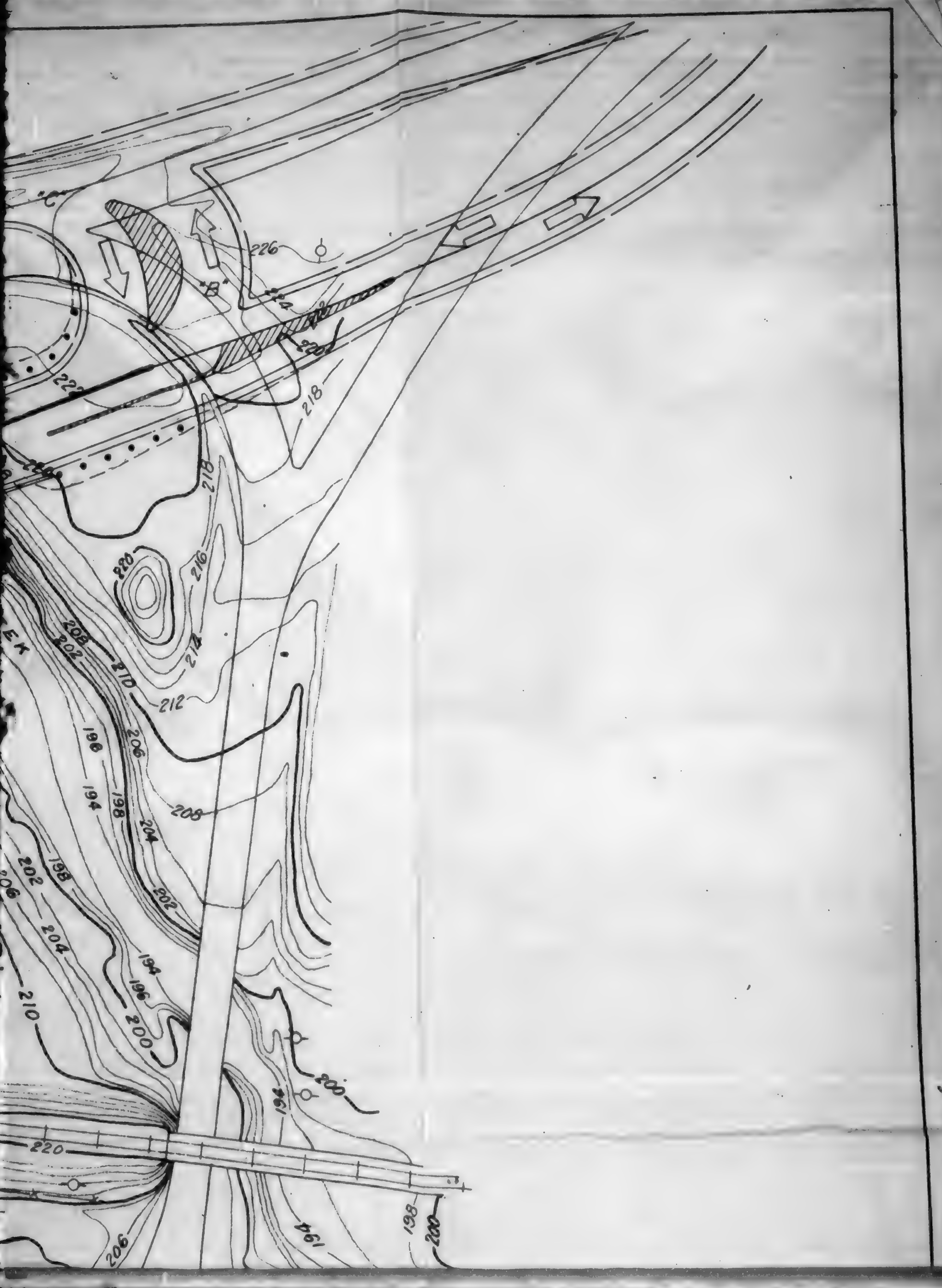

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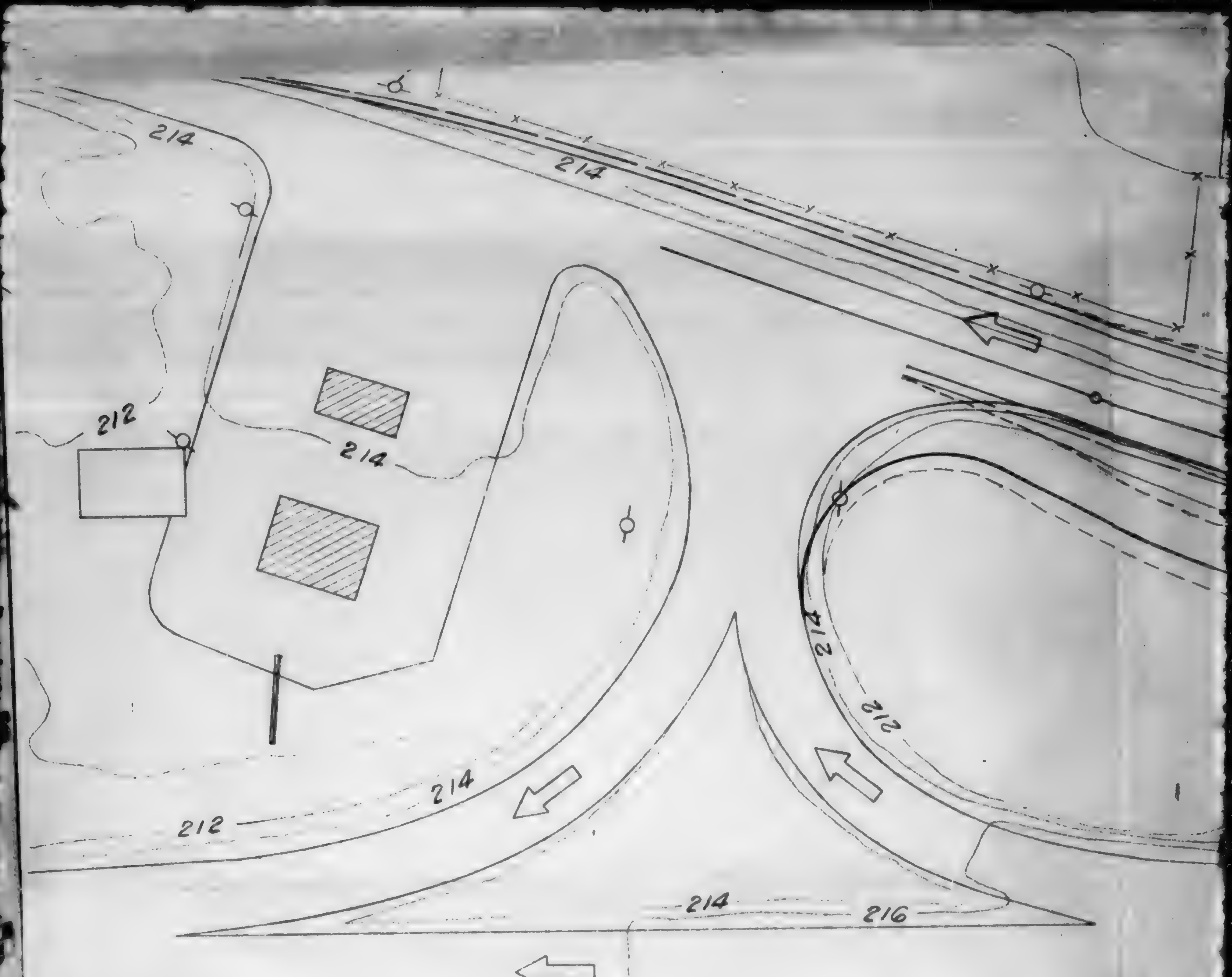
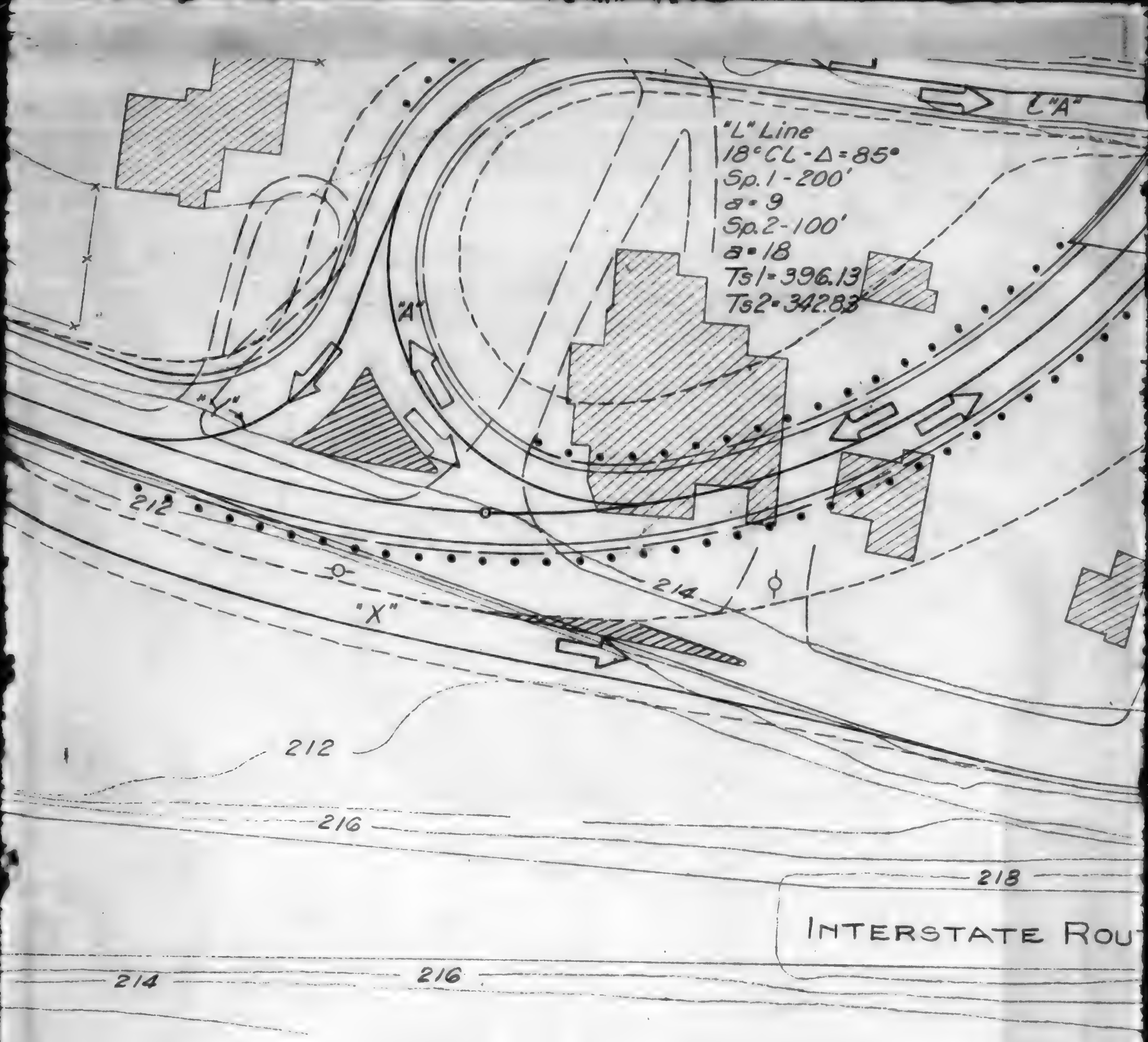


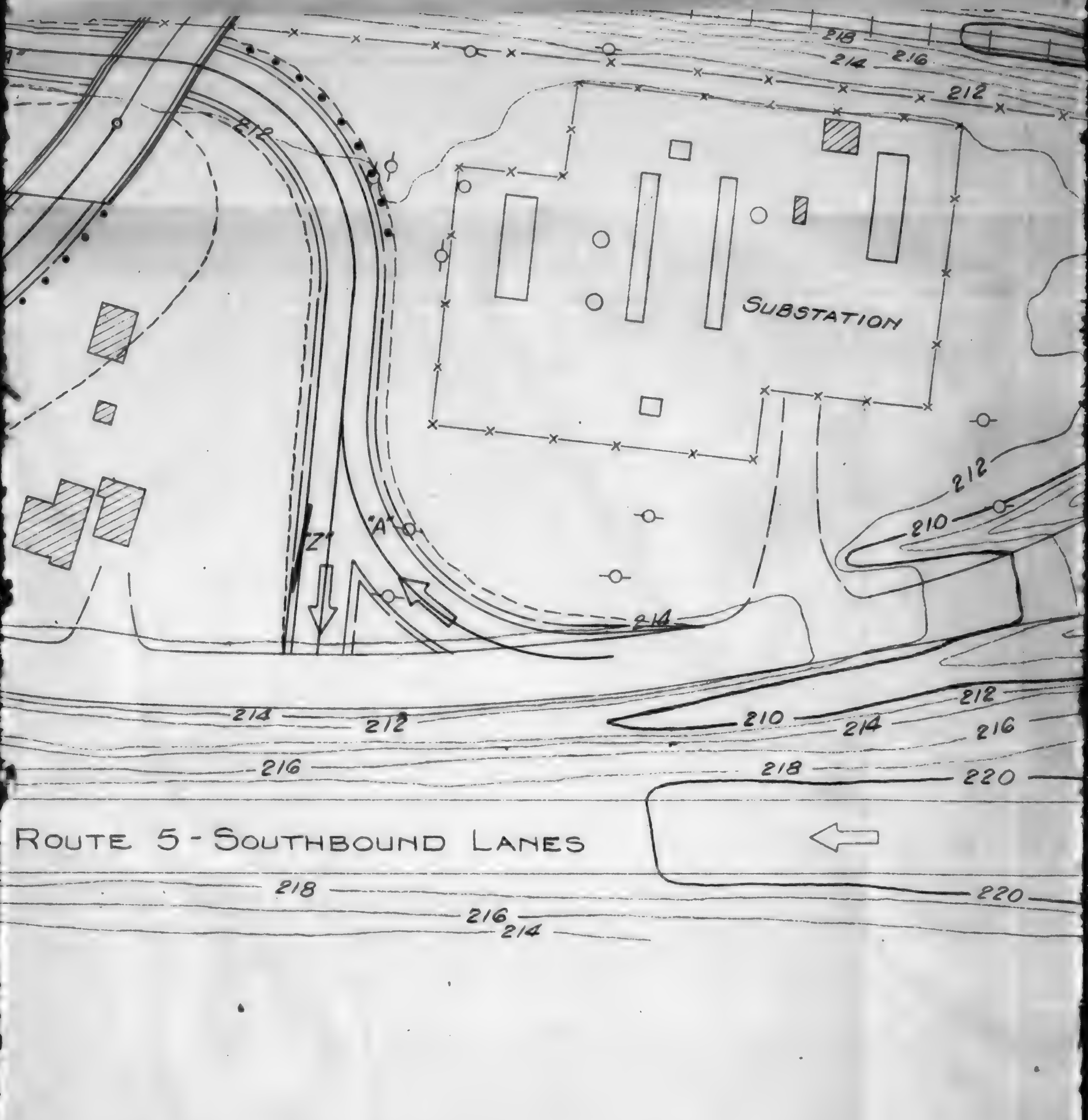
SHANNON & COMPANY



PLAN

Scale-1"= 50' (Approx.)

(Topographic data taken from photogrametric map.)



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SUBSTATION
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"A"
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ROUTE 5 - SOUTHBOUND LANES
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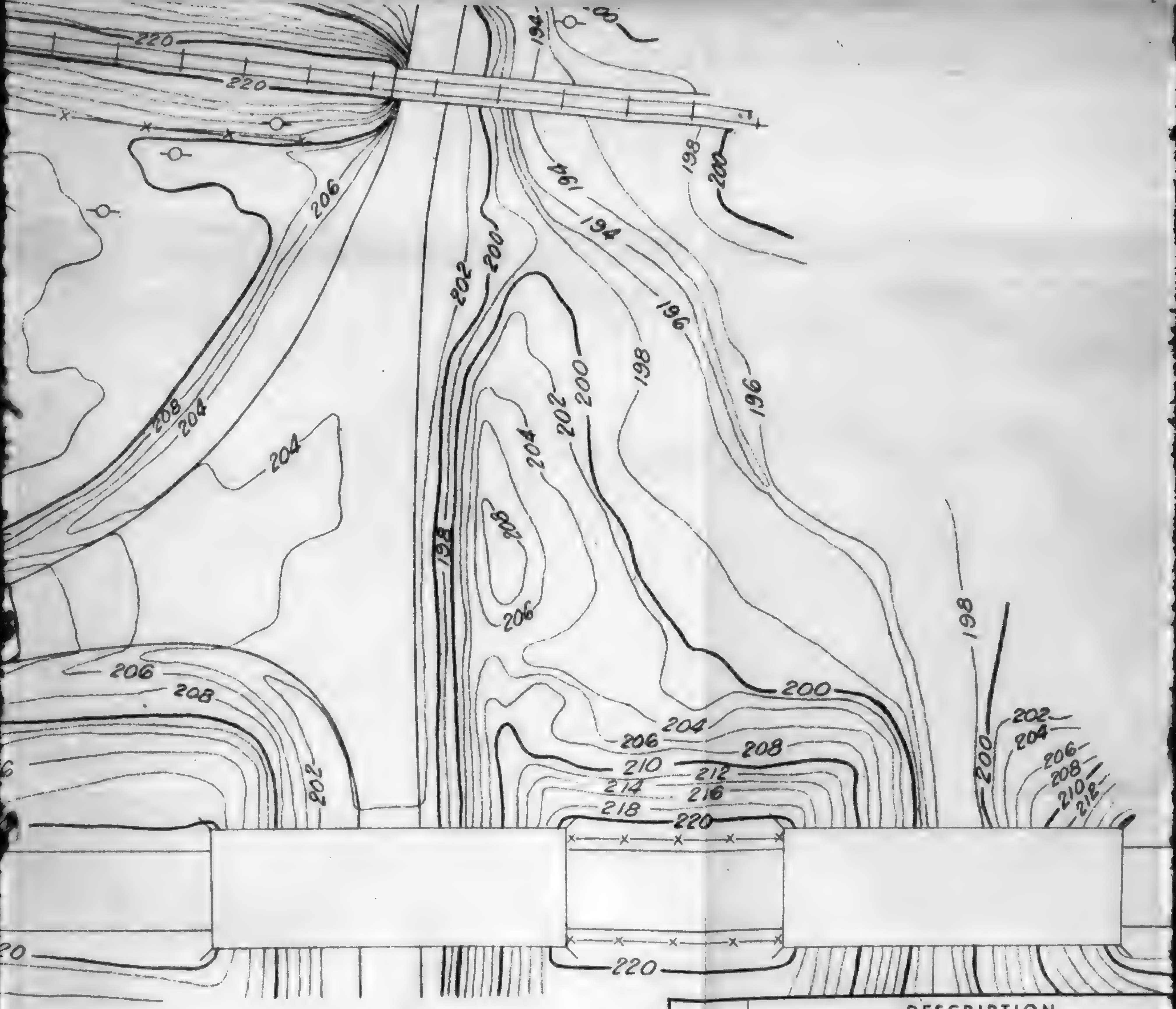


3435
Donald W. Gallaher
OREGON
MAY 8 19[illegible]
DONALD W. GALLAHER

REV.	DESCRIPTION

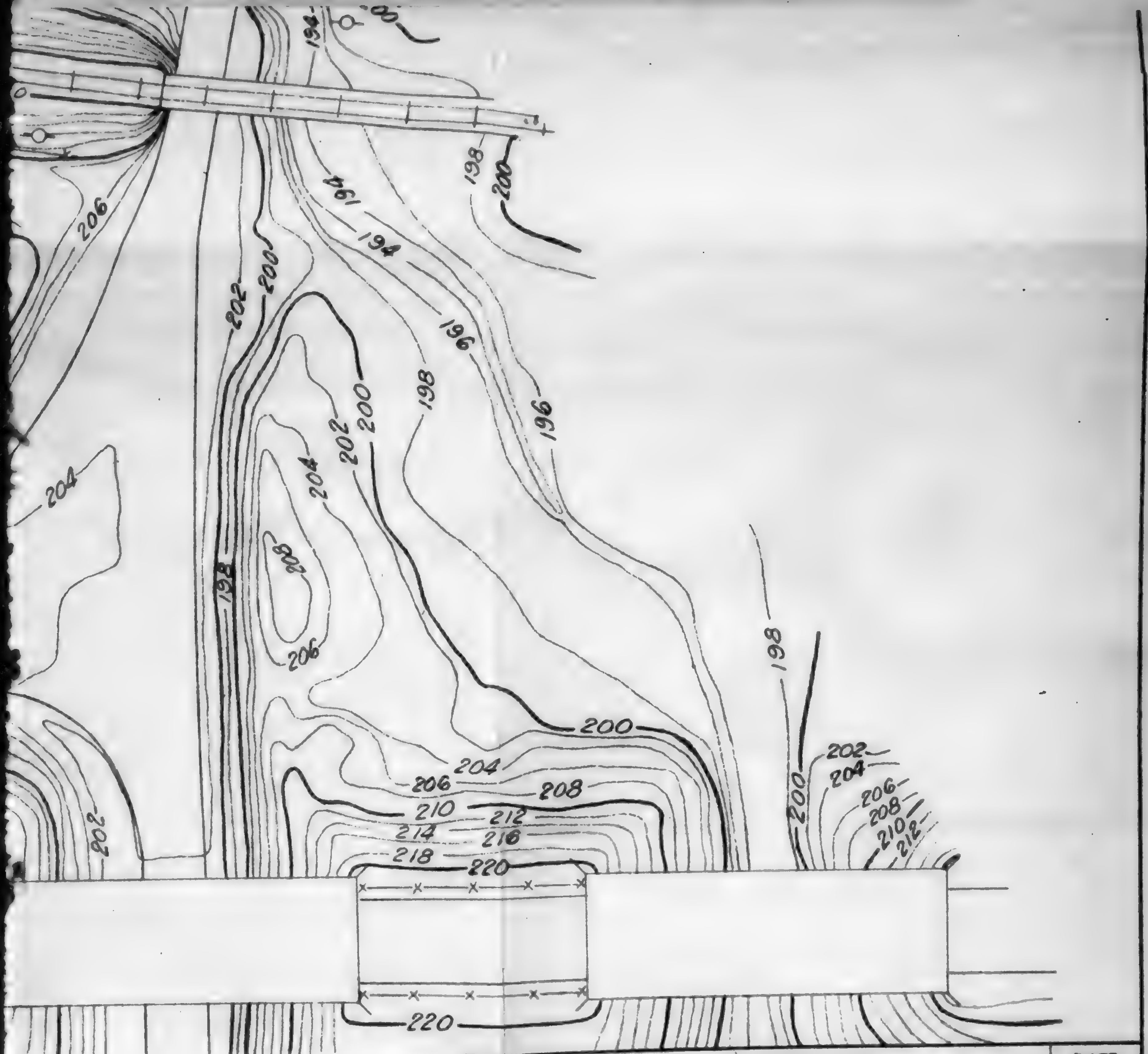
MURDER CREEK RAILROAD OVERC
AND INTERCHANGE LAYOU
NEAR ALBANY
LINN COUNTY

PLAN

OREGON BRIDGE ENGINEERING COMPA
CONSULTING ENGINEERS

DWG COF
CL
DATE 1-30-67 APPROVED

FILE NO. 2



REV.	DESCRIPTION	DATE

MURDER CREEK RAILROAD OVERCROSSING
AND INTERCHANGE LAYOUT
NEAR ALBANY
LINN COUNTY OREGON

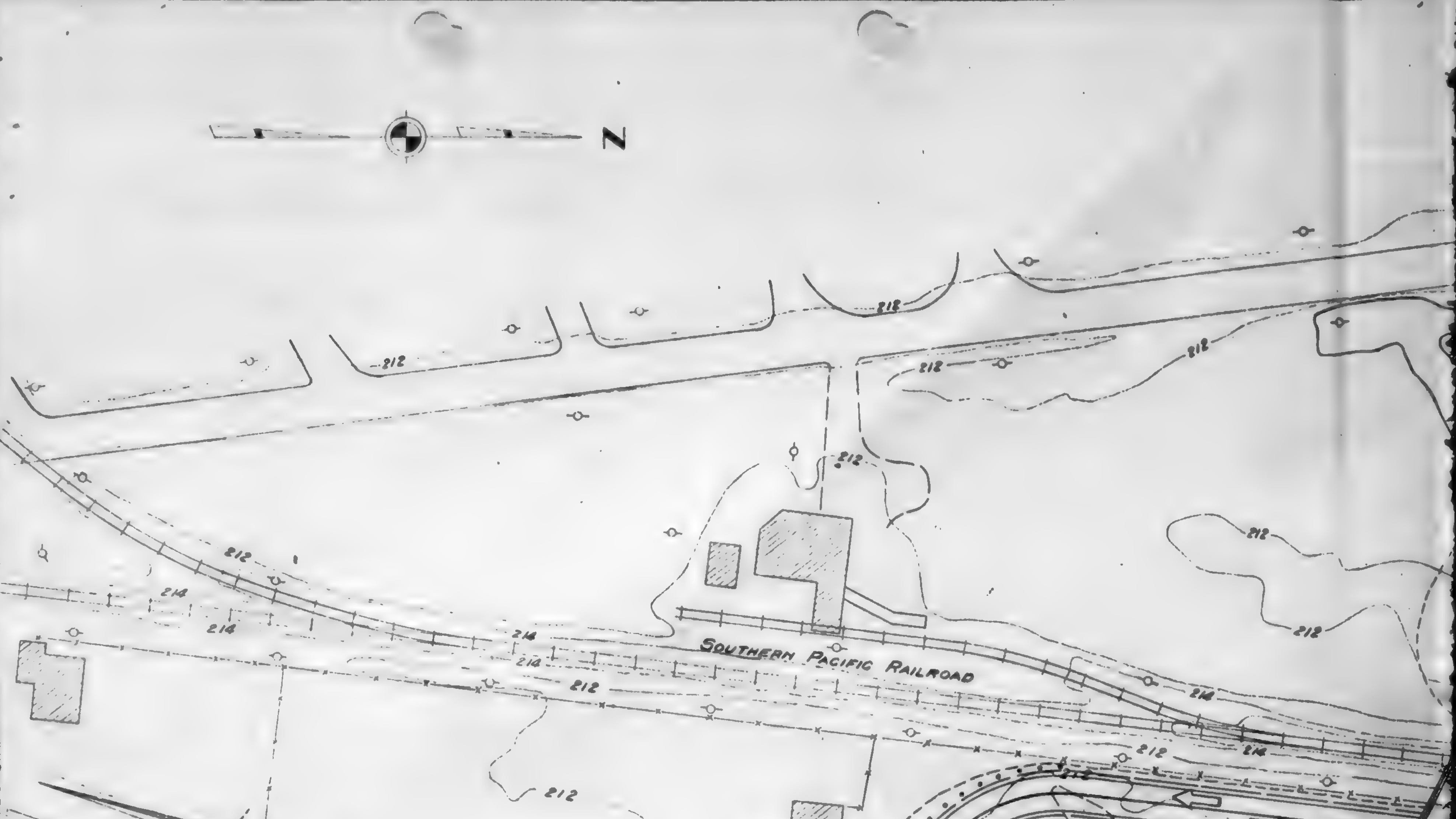
PLAN

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS

3435
Donald W. Gallagher
DONALD W. GALLAGHER

DWG COF
CL
DATE 1-30-67 APPROVED
DWG NO. P1

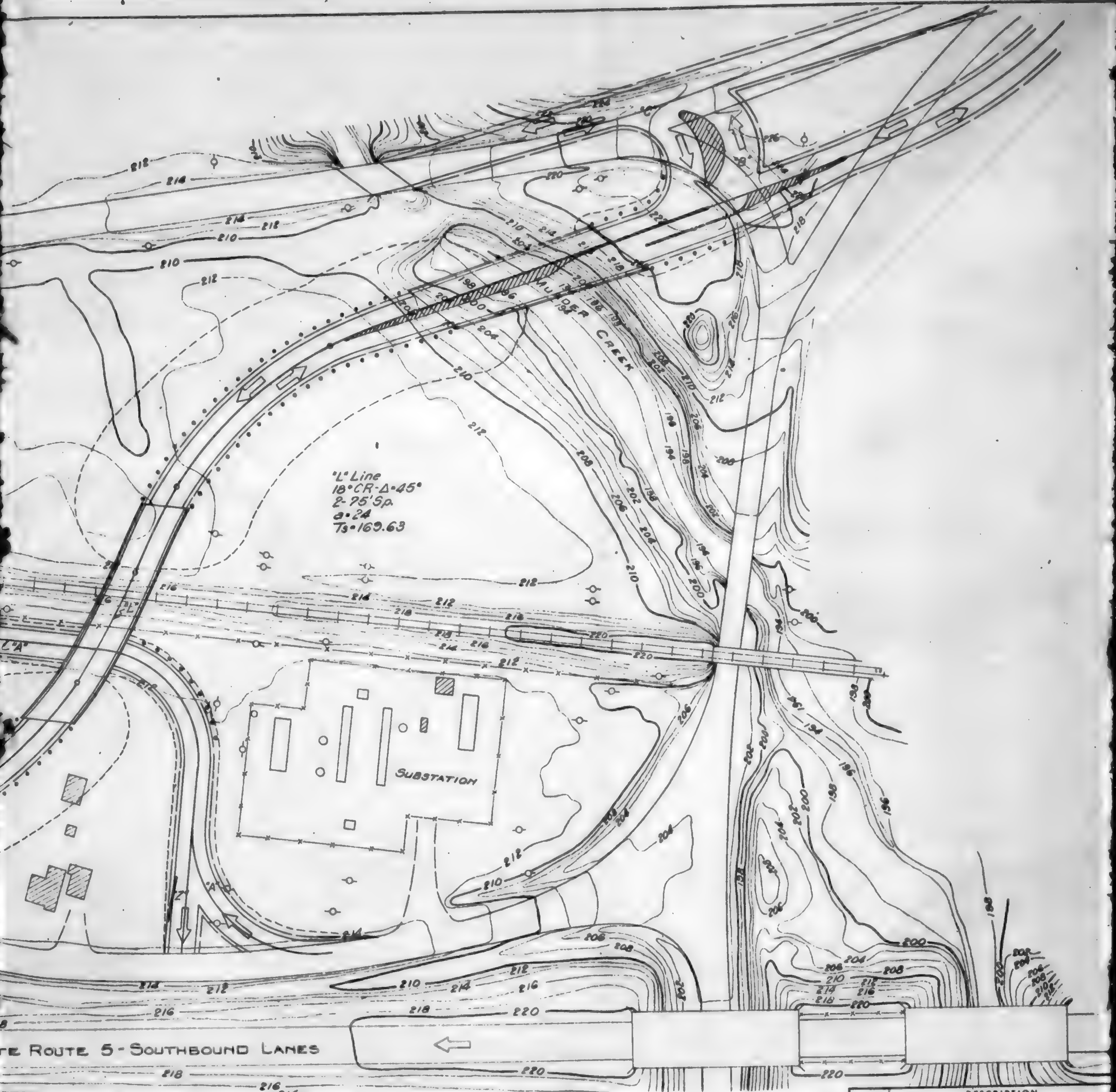
FILE NO. 201



LEGEND-
▨ Traffic Separator
• • • Guard Rail
- - - - Toe of Slope
—— Shoulder Line

PLAN

Scale - 1" = 50' (Approx)
(Topographic data taken from photogrametric map.)



REV.	DESCRIPTION

MURDER CREEK RAILROAD OVERCRO
AND INTERCHANGE LAYOUT
NEAR ALBANY
LINN COUNTY

PLAN

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS

DWG COF
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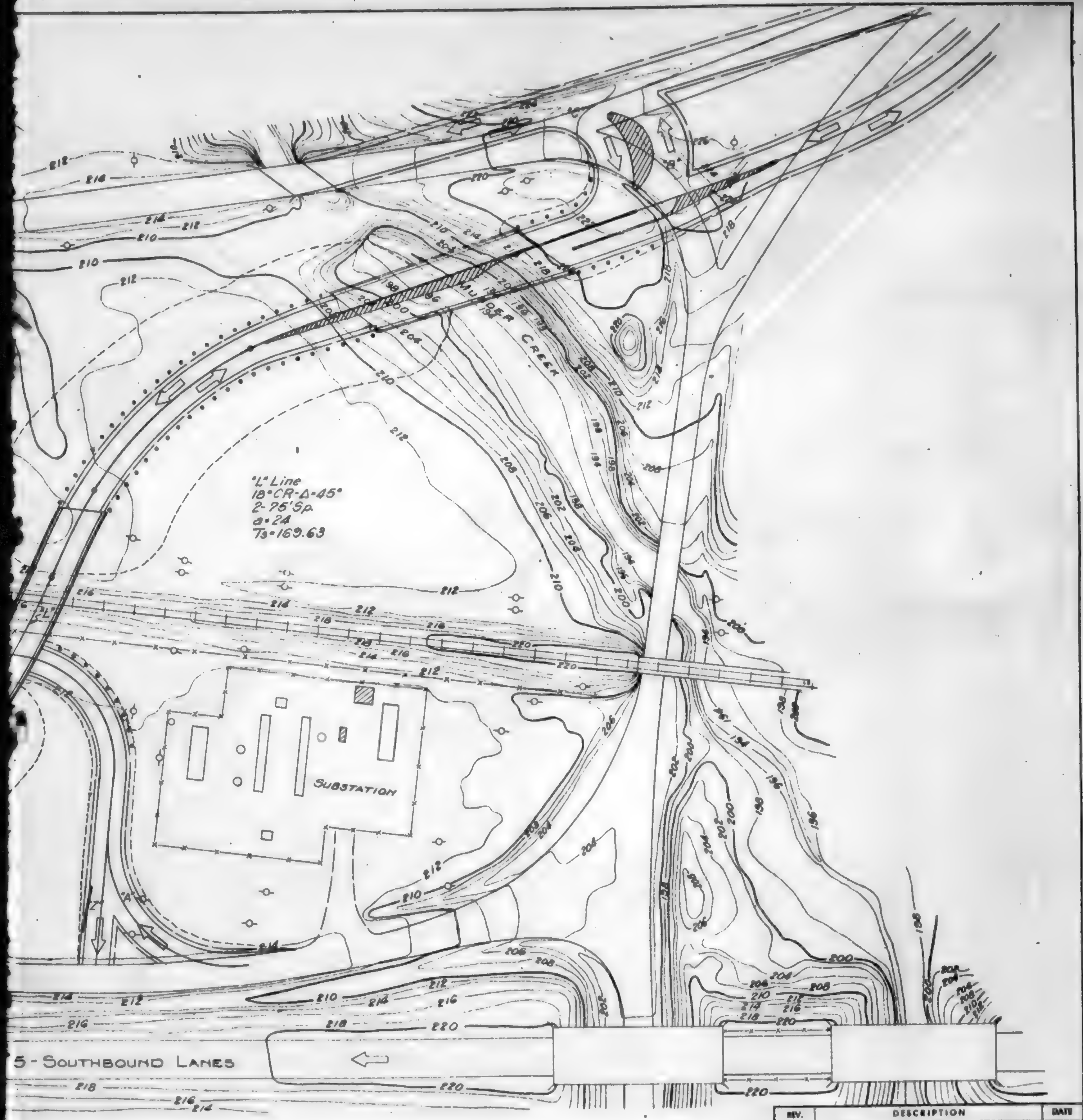
DATE 1-30-67
APPROVED

FILE NO. 201



REV.	DESCRIPTION	DATE

MURDER CREEK RAILROAD OVERCROSSING
AND INTERCHANGE LAYOUT
NEAR ALBANY
LINN COUNTY OREGON

PLAN

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS

DWG COF
CL
DATE 1-30-67
APPROVED
DWG NO. P1

FILE NO. 201

NOTED
H. S. COX

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1968

SUBJECT: Specified Completion Date
Murder Creek Section
Linn County FASC Project
FAS 761

To: A. D. Olson
PRELIMINARY DESIGN ENGINEER

Department

May – presched 12-10-68

If the subject project can be let in March and arrangements made to have the Southern Pacific Railroad come in twice during this construction season, then I would recommend the attached schedule of operations and completion dates be followed. If you concur these will be expanded further ~~and~~ in the special provisions to be prepared by this office.

R. D. Asburry
DIVISION ENGINEER

By Original signed by, Gerald Wimer

Gerald Wimer
ASST. DIVISION ENGINEER

GW:lf
Attach.

cc: Ivan D. Merchant
C. G. Swenson
H. S. Cox
L. L. MacIntyre

NOTED
HAROLD
REYNOLDSON

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

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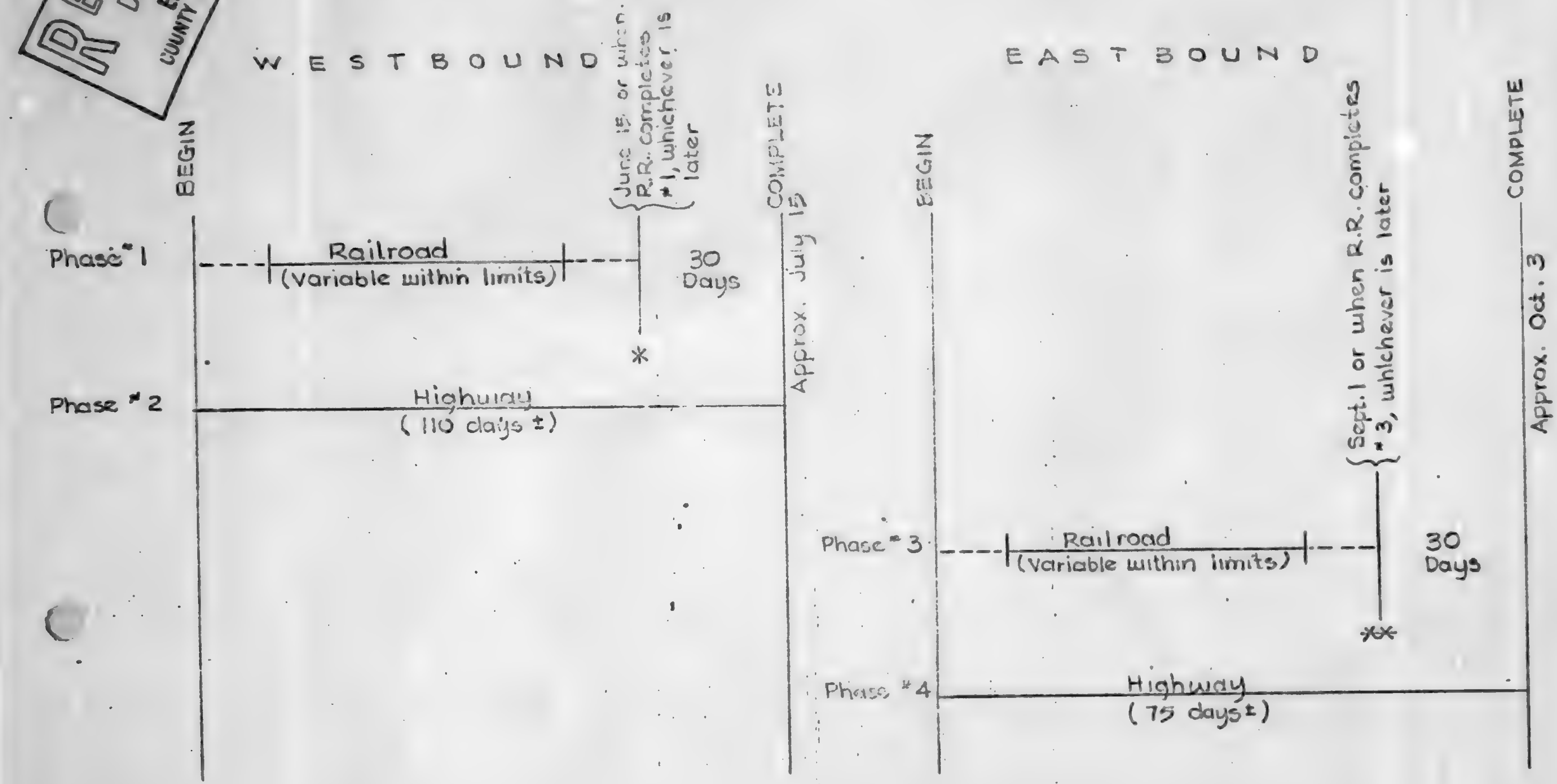
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

MURDER CREEK FAS-C PROJECT
Proposed Completion Dates, assuming
March 20, 1969 Letting



* Phase 2 Completion Date based on:

** Overall completion 64 days on Phase 4, starting Aug. 1 or upon completion of Phase 2, whichever is later, but with the last 30 days not to be counted until R.R. is completed.

RECEIVED
JAN 8 1969

FOR

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1968

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer

Please prepare a safety job to bring the area into Conformance with the yellow book.
RLP

NOTED
F. B. KLABOE
1-5-69
being done

Robert E. Simpson, Division Engineer of the Bureau of Public Roads, has suggested a highway safety program in the fog area northerly of Albany on I-5.

Will you please discuss this with me.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

copy to Barbee
12-11-68

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
October 18, 1968

SUBJECT: Murder Creek (Salem Road) Br. Section
Salem Road, FAS 761
Linn County
Bridge No. 622B

To: Mr. H. S. Cox
County & City Engineer
Building

Attention: Harold Reynoldson

Pursuant to your request, we are attaching 2 prints each of 2 estimates of cost for the subject structure; one of which reflects the cost - provided the railroad builds the structure under traffic; the other is the cost provided the structure is contracted and a shoofly used to divert rail traffic. The totals of these estimates are $112,000 and $274,000, respectively. These estimates include engineering and contingencies.

Theo C Roake
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

Note: The 2 prints were picked up prior to the completion of this letter by R. H. Prange. TCR

cc: T. W. Litchfield

RECEIVED
OCT 21 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
P B Aranemeier

NOTED
MAINOR C. HOLMES

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R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

5

OREGON STATE HIGHWAY DEPARTMEN.
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Murder Creek SPRR U'xing County Linn Bridge No. 6228
Section and Station MurderCreek (Salem Rd) Br. Sect Highway Salem Rd (F.A.S. 761)
Estimate Made By W H T Date 8-5-68 Checked By AB Date 10-16-68
Description

Estimate From
(Strike out the ones
which do not apply)
No plans
Sketch
Completed plans; Drawing No.

Calculation Book No. 1128 Loading Coopers E 72

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	$ 15,000
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 14BP 73	Lin.Ft.		-	384 ~~288~~	7^{00}	2,688
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling 14BP 73	Each	8	-	8	150^{00}	1,200
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.	59 ~~56~~	9	68 ~~65~~	80^{00}	5,440
Concrete	Cu.Yd.		-			
Metal Reinforcement	lbs.	3480	440	3920	0.15	588
Lumber	F.B.M.					
Structural A36 Steel	lbs.	1440 ~~1182~~	725 ~~103~~	2165 ~~1285~~	0.35	758
Structural A 242 Steel	lbs.	923		923	0.35	323
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
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Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-		~~163~~		
Metal Parapet Rail #	Lin.Ft.	-				
40'-7" Prestressed Concrete Box Girders	Each		4	4	$3{,}000^{00}$	12,000
3/8" Handrail Cable	Lin Ft.			380	1^{00}	380
Remodel exist. pier & trestle						5,000
Removal exist. pier & trestle						20,000
Railroad costs						30,000
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 93,377
Plus 20 Per Cent For Engineering & Contingencies 18,675
TOTAL COST $ 112,052

OREGON STATE HIGHWAY DEPARTMEN
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Murder Creek SPRR U'xing County Linn Bridge No. 6228
Section and Station Murder Creek (Salem Rd) Br. Sect Highway Salem Rd (FAS 761)
Estimate Made By W H T Date 8-5-68 Checked By [illegible] Date 10-16-68
Description

Estimate From
(Strike out the ones
which do not apply)
- No plans
- Sketch
- Completed plans; Drawing No.

Calculation Book No. 1128 Loading Coopers E 72

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	~~$ 15,000~~
Structural Excavation	Cu. Yd.		-			
Excavation Below Elevation Shown	Cu. Yd.		-			
Untreated Timber Piling	Lin. Ft.		-			
Treated Timber Piling	Lin. Ft.		-			
Steel Piling 14 BP 73	Lin. Ft.		-	384 ~~288~~	7.00	2,688
Prestr. Conc. Piling	Lin. Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling 14 BP 73	Each	8	-	8	150.00	1,200
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu. Yd.	59 ~~56~~	9	68 ~~65~~	80.00	5,440
Concrete	Cu. Yd.		-			
Metal Reinforcement	lbs.	3480	440	3920	0.15	588
Lumber	F.B.M.					
Structural A 36 Steel	lbs.	1440 ~~1182~~	725 ~~103~~	2165 ~~1285~~	0.35	758
Structural A 242 Steel	lbs.	923		923	0.35	323
Prestr. Conc. Slabs	Each	-				
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Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin. Ft.	-		~~163~~		
Metal Parapet Rail #	Lin. Ft.	-				
40'-7" Prestressed Concrete Box Girders	Each		4	4	3,000.00	12,000
3/8" Handrail Cable	Lin Ft.			380	1.00	380
Remodel exist. pier & trestle						5,000
Removal exist. pier & trestle						20,000
Railroad costs						30,000
Detour Trestle & Shoofly (Includes removal)						150,000
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 228,377
Plus 20 Per Cent For Engineering & Contingencies 45,675
TOTAL COST $ 274,052

Oregon State Highway Depart
BRIDGE DESIGN SECTION

Sheet 1

Bridge Murder Creek U-xing SPRR County Linn

Calculations by Christensen Date 11-7-68 Bridge No. 622B

Requested By: Reynoldson

RR Shoofly: (1,200')

Fill Section ~(1,090')

R.R. Fill 35.5 yd³/ft ($3) = $106.5/ft

Ballast, ties, & rails = $18/ft

$124.5

Use $125/ft

1090 ft ($125) = $136,250

Trestle Section (110') ~

$125/lin ft. (110') = 13,750

$150,000

20% E&C 30,000

$180,000

RECEIVED
OCT 17 1968

FOR FILIN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

S-567(1)
7224

October 16, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: H. M. Williamson
Chief Engineer

Subject: Murder Creek-S.P.R.R. U'Xing
Murder Creek (Salem Road) Br. Sec.
FAS 761
Linn County
Bridge No. 6228
Your File 911395/322
0-0-68-2

Gentlemen:

Please refer to your letter of August 20, 1968, regarding subject.

We are attaching 4 prints each of Drawings Nos. 23777, and 23954 through 23957 - the structural details of the subject structure, which have been revised according to your suggestions in the above-mentioned letter.

In regard to the development of the falsework construction details, we feel that as this structure is to be constructed entirely with Railroad crews that your office should develop the construction schedules and details because of your knowledge of the capabilities of the crews and the traffic schedules.

Will you please return one set of prints with your approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments
cc: Tom Edwards
T. W. Litchfield
H. S. Cox
Jack L. Sellis
A. W. Kilborn, Supt.
So. Pac. Co., Portland

NOTED
TOM EDWARDS

RECEIVED
OCT 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED [illegible], MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
SEP 10 1968

FOR FIL

S-567(1)
7224

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 18, 1968

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 705 - Murder Creek
Southern Pacific Railroad
Linn County

Dear Sir:

Herewith I hand you an original and four copies of Application of the State Highway Commission in the above subject matter.

Two of the copies are for service upon Southern Pacific Railroad, one copy for service upon Linn County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad
Attorney

lf
Attachment

NOTED
F. B. KLABOE

cc: R. L. Porter
F. B. Klaboe ✓
Ivan Merchant
F. D. Morgan
R. D. Asburry
Harold Reynoldson
T. W. Litchfield

RECEIVED
SEP 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:lf
9-13-68

PUX 705

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the)
State of Oregon, by and through its State)
Highway Commission for authority to)
reconstruct a grade separation structure)
to carry traffic on Salem Road, a County)
Road designated FAS 761 under the tracks)
of the Southern Pacific Railroad known)
as the MURDER CREEK Project in the SW¼SE¼)
of Section 28, Township 10 South, Range 3)
West, Willamette Meridian, Linn County,)
Oregon.)

APPLICATION

NO.________________

Comes now the Applicant, State Highway Commission, and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the traveling public, Applicant proposes to have the existing undercrossing structure over Salem Road reconstructed. Said project necessitates the reconstruction of the existing structure and roadway under the tracks of the Southern Pacific Railroad as shown on Oregon State Highway Department Drawings No. 23728, 23724 and 23777 entitled Profile, Murder Creek Section County Road FAS 761, Linn County, Vicinity Map Murder Creek Section, County Road FAS 761 and Murder Creek-SPRR Undercrossing, Murder Creek (Salem Road) Bridge Section. Attached hereto and by this reference made a part hereof. The proposed project is for the reconstruction of an existing undercrossing structure and no grade crossing will be eliminated. Since the Railroad will not materially benefit from the project, no participation in the cost of said structure is requested from the Railroad.

IV

Because of the location of this crossing, an undercrossing structure is the only practical means of crossing the Railroad track.

V

That upon completion the estimated annual average daily traffic on Salem Road will be 2900 vehicles with an anticipated increase to 4900 vehicles per day in 20 years; that at the site of the crossing there are 29 freight and 2 passenger train movements per day. That the speed of the freight trains is 60 MPH and the passenger trains 70 MPH.

VI

That the original PUC order for the construction of this structure was issued on September 15, 1921, as Order No. 749.

VII

That the present structure consists of one structural steel plate girder span of approximately 25 feet over Salem Road and eleven 15 foot timber trestle spans to the north. The reconstruction of this structure will consist of removing the 25 foot steel span and several timber trestle spans and replacing them with two equal spans of approximately 40'6" in length. The south abutment will be altered and the north pier for the steel span will be removed and two reinforced concrete encased steel pile bents substituted for supports. The superstructure of the two 40' spans will consist of reinforced concrete prestressed box girders. The present structure provides for one track, which

JLS:lf
9-13-68

is on an ascending grade of 0.85% to the north. The new centerline of Salem Road intersects the centerline of the Railroad at Highway Station B275+33.96 POT equals Railroad Station 1291+20.80 POT, at an angle of 88° 49' 00" located in the Southeast Quadrant.

VIII

The following parties are affected by the project: Southern Pacific Railroad Company and Linn County.

IX

That Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications for project and award a contract or contracts and supervise the construction of all work on project not to be performed by Railroad under Things to be Done by Railroad subject to reimbursement by State.

(b) Utilizing County, State and Federal funds, finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued October 15, 1966 and amendments and supplements thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations as set forth in Paragraph (b) under Things to Be Done by Applicant.

1. Construct the undercrossing and its appurtenances as shall be agreed upon in detail between Applicant and Railroad.

JLS:lf
9-13-68

2. Remove and protect the signal and communication lines during the same period and replace in final location on the structure upon completion of construction.

3. Furnish such preliminary engineering, engineering inspection, watchmen and flagment services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense maintain the structure and its appurtenances, the railroad tracks with their appurtenances and facilities.

THINGS TO BE DONE BY THE COUNTY:

(a) After completion of project maintain the roadway and its appurtenances under the structure.

X

That at all times during and after construction, vertical and horizontal clearances will exceed the minimum standards set forth in the Oregon State Highway Commision's Specifications.

XI

That the proposed project is located in the SW¼SE¼ of Section 28, Township 10 South, Range 3 West, Willamette Meridian, Linn County, Oregon.

Wherefore Applicant prays for an order authorizing said construction and relocation of costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

JLS:lf
9-13-68

Dated at Salem, Oregon, this 18th day of September, 1968.

STATE OF OREGON, by and through
Its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 18th day of September, 1968.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

____
JACK L. SOLLIS
Utilities & Railroad Attorney

FORM E-30 90M 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1968

NOTED
H. S. COX

SUBJECT: Murder Creek - SPRR U'Xing
Murder Creek Section
Salem Road, FAS 761
Bridge No. 622B

To: Mr. G. E. Rohde
Chief Counsel
Legal Division
Building

Attn: Jack L. Sollis
Utilities & Railroad Attorney

Due to the present program for highway safety, it is our plan to improve the Salem Road, FAS 761, by widening and changing the alignment. This will necessitate the reconstruction of the present Railroad U'Xing.

Twelve prints each of Drawings Nos. 23724, 23728 and 23777, the Vicinity Map, Profile and Plan and Elevation drawings, respectively, are attached for use as exhibits in the PUC Application.

The present structure is located in the SW¼SE¼ of Sec. 28, Twp. 10 S., R. 3 W., W.M., Linn County, and consists of one 25' structural steel plate girder span over the highway and eleven 15' timber trestle spans to the north. The lengths of the spans are approximate.

The reconstruction of this structure will consist of removing the 25' steel span and several timber trestle spans and replacing them with two equal spans of approximately 40'6" in length. The south abutment will be altered and the north pier for the steel span will be removed and two reinforced concrete encased steel pile bents substituted for supports. The superstructure of the two 40' spans will consist of reinforced concrete prestressed box girders. The present structure provides for one track, which is on an ascending grade of 0.85% to the north. The new centerline of the highway intersects the centerline of the Railroad at Highway Station B275+33.96 POT equals Railroad Station 1291+20.80 POT, at an angle of 88°49'00" located in the Southeast Quadrant. The vertical and horizontal clearances are as shown on Drawing No. 23777 and exceed the minimum as set forth by the Oregon State Highway Commission.

NOTED
HAROLD
REYNOLDSON

RECEIVED
SEP 10 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

This reconstruction of the undercrossing is to be constructed with Federal, State and County funds. Since the Railroad will not benefit from the reconstruction of this structure, no participation in the cost is requested from the Railroad. Any necessary expenses incurred by the Railroad in connection with the construction of the project will be reimbursed to the Railroad, as permitted by PPM 30-3, with amendments and additions thereto.

The average daily traffic will be approximately 2900 with an anticipated increase to 4900 vehicles per day in 20 years. The railroad movements will be 29 freight and 2 passenger train movements, making a total of 31 movements per day. The speed of the freight trains is estimated at 60 miles per hour and that of the passenger trains at 70 miles per hour.

The original PUC Order for this structure was issued on September 15, 1921, and is designated #749.

In this reconstruction project, the State should do the following things:

Prepare plans and estimates and upon completion of the project, the State will maintain the roadbed and highway appurtenances under the structure.

No!!!
County will maintain

In this construction project, the Railroad shall furnish preliminary engineering, switchmen and flagmen services to protect its operation during the construction, and construct the U'Xing with their own forces in order to maintain its regular Railroad schedules, and if necessary remove and protect its signal and communication lines during the period of construction and place them in final location upon the completion of construction. At its own cost and expense, maintain the structure and trackage.

Will you please prepare an Application to the Public Utility Commissioner for an Order permitting the above construction.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield
H. S. Cox

fas 761

FORM E-20 (12-57)

RECEIVED
AUG 9 1968
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 8, 1968
Salem, Oregon

SUBJECT:

To:

H. S. Cox
County & City Engineer
BUILDING

OPTIONS (File 42879-A to D)
Linn County Road
Murder Creek Section

Attached you will find four original option forms in quadruplet covering right of way to be acquired in connection with Murder Creek Section of a county road in Linn County. This contract is scheduled for letting on October 24, 1968.

We are attaching four prints of map number 1 R-4-340 covering this area and bearing our date of August 2, 1968.

File No.	Names	Area
42879-A	Ed. C. Pilloud et ux	0.01 acre
42879-B	Western Kraft Corporation	1.3 acres P-1
		0.01 acre P-2
		0.5 acre P-3
42879-C	Linn-Benton Memorial Park Association	0.07 acre P-1
		0.07 acre P-2
42879-D	Southern Pacific Company	0.07 acre P-1
		1.0 acre P-2
		0.12 acre P-3
		0.13 acre P-4

Earl F. Saling
Earl F. Saling
Right of Way Office Manager

AC/ag
Enc. 4 options,
4 prints
cc: R. D. Asburry (1 print)
L. Grothaus (1 print)

NOTED
DON HARWELL

RECEIVED
AUG 8 1968

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

5-567(1)
7224

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 2, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: H. M. Williamson
Chief Engineer

Subject: Murder Creek - SPRR U'Xing
Murder Creek (Salem Rd.) Br. Sec.
Salem Road - FAS 761
Linn County
Bridge No. 622B
Your File: 911395/322
0-0-68-2

Gentlemen:

Reference is made to your letter of July 25, 1968, regarding subject.

We have no objection to your proposal to prepare and submit a general plan which illustrates the method and sequence of construction of the proposed alteration. However, at the two meetings with your people, which were held on the site of the structure and later at your Portland office, we were of the opinion that the State would design the structure for your approval. This we have done and are submitting two prints each of Drawings Nos. 23777 and 23954 through 23957, which are the plans for the structure.

As mentioned in your letter, from your review of our plan and elevation drawing, you will request numerous revisions as to the type and sequence of construction. These changes, if too numerous, would probably warrant a change in design. However, it is our desire to have this matter expedited and completed in a reasonable time so that the grading contract can be co-ordinated with the construction of the undercrossing.

May we have your plans and especially the plan and elevation sheet as soon as practical so we may proceed with the application for a PUC Order.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By ORIGINAL SIGNED
Theo. G. [illegible]
Asst. Bridge Engineer

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TGH:jr
Attachments

NOTED
TOM EDWARDS

cc: Tom Edwards
T. W. Litchfield
H. S. Cox

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

REC'D JUL 1968

Section MURDER CREEK Highway F.A.S. 761 County LINN Prefix 522-1496

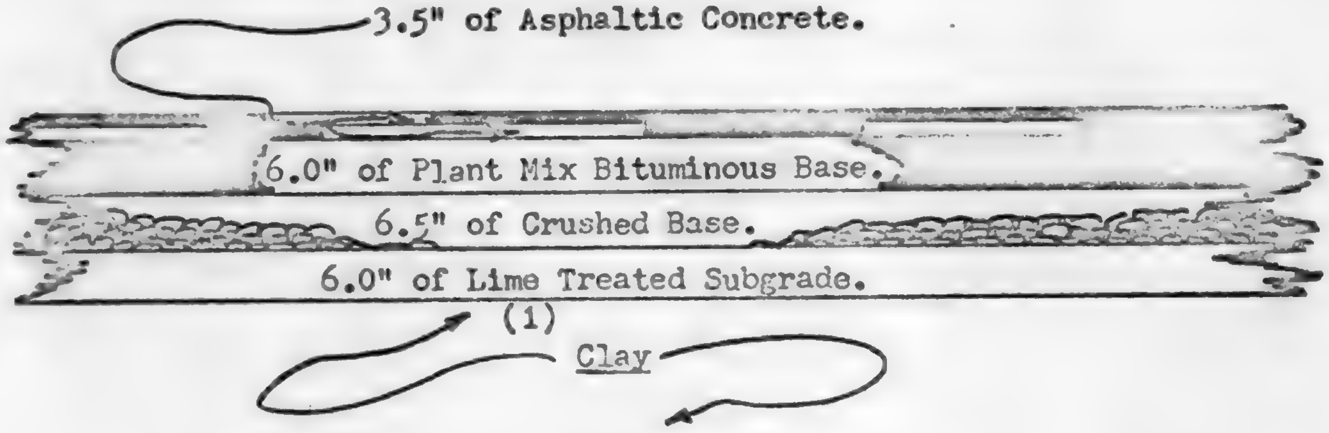
Res. Engr. L. L. MacIntyre Approx. Length 0.20 Miles. Sta. ______ to Sta. ______ Date 7-23-68

Mean Truck A.D.T. 454 Traffic Coefficient 9.6 18 kip s.a. per day 303.4 (Automobiles not considered).

Annual Precipitation 40"± Frost Penetration - - - - - - - -.

(1)
Typical Soil

77	LL
47	PI
99	%P 10
89	%P200
1	%Gravel
2	%C Sand
8	%F Sand
27	%Silt
62	%Clay
13	"R" Value ~~([illegible])~~


3.5" of Asphaltic Concrete.
6.0" of Plant Mix Bituminous Base.
6.5" of Crushed Base.
6.0" of Lime Treated Subgrade.
(1)
Clay

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	11.0	6.0	P.M.B.B.
	6.5	6.5	Cr. Base
	5.0	6.0	L.T.S.
29.5	29.5	22.0	

AASHO CLASSIFICATION:
A-7-5 (20)

MATERIAL SOURCES:
To be determined by the Engineer.

See Remarks on Page 2

NOTED
F. B. KLABOE

2 23 68

Submitted by C. J. Gregg
for Staff Assistant

Recommended by D. E. Wilson Jr.
asst. Engineer of Materials

Recommended by ______
asst Construction Engineer

Approved by ______
Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~[illegible]~~
Rural Engineer
County & City Engineer (2)

MURDER CREEK
F.A.S. 761
LINN COUNTY

"OTHER ROADS"

"R"	= 13							
TRAFFIC COEFFICIENT		A.C. WEAR SURF	P.M.B.B.	3/4"-0 LEVEL COURSE	CRUSHED BASE	LIME TREATED SUBGRADE	"CBE" TOTAL REQUIREMENT	ACTUA THICK
8 - 9		3.5"	3.0"	- - - -	8.5"	6.0"	26.0"	21.0"
7 - 8		3.5"	- - - -	2.0"	9.0"	6.0"	23.0"	20.5"
6 - 7		3.0"	- - - -	2.0"	7.0"	6.0"	20.0"	18.0"
4.8 - 6		2.0"	- - - -	2.0"	6.0"	6.0"	17.0"	16.0"
CARS ONLY		2.0"	- - - -	2.0"	* 4.0"	6.0"	12.5"	14.0"

*Minimum for traffic classification.

Should substitutions be made use the "CBE" TOTAL REQUIREMENT column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = - -" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stono Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

REMARKS:

Tests indicate that a blanket course is required to prevent infiltration of the subgrade into the base material. Addition of 5%± lime to the in-place soil would give the same benefit as a sand blanket, and a credit of 1.0" L.T.S. = 0.8" Crushed Base has been established.

TRAFFIC ANALYSIS

SECTION: MURDER CREEK

HIGHWAY: F.A.S. 761

COUNTY: LINN

2900 Present ADT (1968)

11.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	113	1.7	192	153	450	68,850
3	30	1.7	51	41	1000	41,000
4	5	1.7	9	7	1250	8,750
5	185	1.7	315	250	3180	795,000
6	2	1.7	3	3	2570	7,710
				454	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 990,700

TWENTY YEAR EWL 19,814,000

TRAFFIC COEFFICIENT 9.6

SECTION: MURDER CREEK
HIGHWAY: F.A.S. 761
COUNTY: LINN

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks:

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C. or Oil on existing county roads

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: Not a problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested Asphaltic Concrete

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.20± mi.) project.
See Items 6 and 12.

RECEIVED
JUL 10 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

S-567(1)
7224

July 9, 1968

Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn
Superintendent

Subject: Murder Creek-SPRR U'Xing
Murder Creek Section
Salem Road FAS 761
Linn County
Bridge No. 622B
Your File 322-0-0-68-2

Gentlemen:

As you have been informed previously, the State and Linn County intend to improve the Salem Road, FAS 761, between Stations L265+00 and L279+00, as shown on the unnumbered sketch showing the proposed alignment, 5 prints of which are attached.

This improvement of the highway will necessitate the removal of a portion of the present single span Murder Creek Railroad Undercrossing and reconstruct a new undercrossing consisting of 2 spans, each of which will be approximately 40' in length.

In order to eliminate the construction of a temporary track or shoofly, it is proposed that the structure be rebuilt under traffic. The proposed structure will be 80'8-1/8" center to center of end bents and will consist of two 40'± reinforced concrete prestressed box girder spans supported on the existing abutment at Railroad Station 129+60.83 and two new piers located at Railroad Station 1290+80.15 and Railroad Station 1291+20.80.

Attached are 5 prints each of Drawing No. 23777, which is the plan and elevation and typical details of the proposed structure; Drawings Nos. 23724 and 23728, which are the vicinity map and profile drawings, respectively. Also attached are 2 prints each of a set of calculations which give the design of the box girders, as well as the bearing values of the existing abutment under the new loading, and 2 Xeroxed copies of our foundation report.

NOTED
TOM EDWARDS

With regard to Drawing No. 23777, the piers are shown as concrete piers and a reconstructed existing abutment No. 1. Upon receipt of your standard pile trestle details, Piers Nos. 1 and 2 will be revised to a 4-pile bent with a precast cap and with the pile encased in concrete. The Railroad will check the State's calculations on the abutment in order to determine the Railroad's desire as to the revision of the same.

The intersection of the centerline of the highway and the centerline of the track is at Highway Station E275+33.96 POT equals Railroad Station 1291+20.8 POT, with an intersection angle of 88°49'00" located in the Southeast Quadrant.

Due to the change in highway alignment, a new permanent easement will be required, which should extend from Railroad Station 1290+75.8 to Railroad Station 1291+65.8. In order to construct a channel change north of the structure, a temporary construction easement will be required between Railroad Station 1289+81 and the northerly edge of the permanent easement. Both easements should be in the favor of Linn County. A map and descriptions of the easements will follow.

This project will be financed entirely with Federal, State and County funds, and your Company will be reimbursed for its necessary expenses incurred in the work, as permitted by PPM 30-3, with amendments and additions thereto.

In order to eliminate the construction of a temporary track or shoofly, it is proposed to construct the structure under traffic, which will necessitate the construction by Railroad forces.

In this construction project, the State will prepare plans and specifications, subject to the check and approval of the Railroad. The Railroad, upon receipt of the final construction plans from the State, will furnish the State with an itemized estimate of costs of reconstructing the portion of the Railroad structure to be built. Also an estimate of the construction time necessary for the Railroad to complete their portion of the project.

The State will contract for the construction of the remainder of the project, with the clause in the contract preventing any work to be done on the portion of the highway within the permanent easement until after the reconstruction of the undercrossing by the Railroad.

Upon completion of the project, Linn County will maintain the roadbed, curbs, roadway pavement, and other highway appurtenances under the structure.

The Railroad, with their own forces, will construct and supervise the reconstruction of the subject undercrossing under traffic and will furnish all necessary engineering, both preliminary and during construction, and watchmen and flagmen services necessary to protect the Railroad operations during construction,and after completion maintain the structure and all Railroad appurtenances at their own expense.

Due to the urgency for the construction of the undercrossing, we request that approval of the attached plans be expedited as much as practical, as it is our plan to use Drawings Nos. 23777, 23724 and 23728 as exhibits (with the revision of the piers) in our application for the PUC Order, which must be applied for immediately.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield
Jack L. Sollis

[illegible] OF [illegible]

NOTED
H. S. COX

Salem, Oregon
January 31, 1968

Mr. J. E. Morelock
OFFICE

Murder Creek Section
FAS 761 (Salem Road)
Linn County

The survey data for subject project has been examined and the following alterations are suggested for your consideration:

1. That an acceleration lane be added along the southerly side of the L-line easterly from its junction with the A-line. This will save trucks the difficulty and danger of having to negotiate a sharp turn onto the super of the main traveled way.
2. Also, that an opening be made in the island median at the entrance to the memorial park.

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer
County and City Division

HR:mm

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

FORM E-30X—50M—2-66 SP*23500-734

RECEIVED
1968
ENGINEER
& CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 30, 1968

SUBJECT: Murder Creek Section
Linn County F/S 761

To: Mr. F. D. Morgan
Construction Engineer
Department

Resubmitted herewith all of the location survey data listed in L. L. MacIntyre's January 29 letter of transmittal, except where there were multiple copies a copy has been retained for our files.

The survey data has been modified as directed by H. S. Cox; namely, to call for a curbed two-lane section with refuge lanes where necessary for the major intersections. This actually results in four full lanes under the proposed revised railroad structure.

The Bridge Department has been quite anxious for the vicinity and P.U.C. maps, which in this case are actually composite maps except that the profiles are on separate drawings. Would you please have the transmittal to them expedited.

As a further matter of information on revising the railroad structure, our proposal and estimate are based upon the Southern Pacific Railroad doing the revising with their forces under traffic without a detour structure. This is in accordance with an on-site inspection with their personnel, Ted Litchfield and Al Rear.

It is further recommended that in order to avoid conflict between the railroad forces and our contractor that arrangements be made to have the railroad structure completely revised before a contract was let for the remaining work on this project.

It would be desirable that the curb section extend under the freeway structure. This would actually be beyond what could be considered a County obligation and would be an improvement of an interchange leg. A separate plan and estimate of cost for such will be submitted as soon as it is prepared.

R. D. Asburry
Division Engineer

By

Gerald Wimer
Assistant Division Engineer

GW:am
cc H. S. Cox
L. L. MacIntyre

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

522-1496

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1968

SUBJECT: Murder Creek Section
Linn County FAS 761

To: Mr. F. D. Morgan
Construction Engineer
Department

The Traffic Department has reanalyzed the anticipated future traffic at the subject location as requested in my January 12 letter to them, a copy of which is attached. County and City Engineer H. S. Cox had requested that I have this reanalysis made on the basis there is a question that the at-grade crossing of the Southern Pacific Railroad tracks to serve the Wah Chang Corporation would ever be closed.

According to the Traffic Department's revised analysis, the 1987 ADT would be 4,700, which does not justify four lanes. The plans, therefore, are being prepared on the basis of two 12-foot lanes with refuge lanes where necessary to accommodate the major intersections on this section. The refuge lanes extend under the proposed revised railroad structure to such an extent that it will in effect have a four lane opening as indicated in my January 12 letter to you, a copy of which is also attached.

R. D. Asburry
Division Engineer

By Original signed by Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:sm
cc H. S. Cox
L. L. MacIntyre

RECEIVED
[illegible] 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINUR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
F. D. Arensmeier

NOTED
[illegible]

FORM [illegible]

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1968

SUBJECT: Murder Creek Section
Linn County FAS 761

To: R. D. Asburry
Division II Engineer
205 East Salem Highway Bldg.

The following is in response to your letter of January 12, 1968, regarding traffic assignments to the subject project.

The high ADT assignment that appeared in the Construction Office Prospectus was based upon the closure of the present Wah Chang entrance diverting traffic to a new access north of the SPRR overcrossing structure, increasing traffic through the project section.

Assuming no change involving the entrance to Wah Chang Corporation, the Present and Projected Average Daily Traffic for the project are as follows:

1967 ADT = 2,800
1987 ADT = 4,700

L. E. George
Assistant Traffic Engineer

JFH:mp

522-1496

Salem, Oregon
January 12, 1968

Murder Creek Section
Linn County F/S 761

Mr. F. D. Morgan
Construction Engineer
Department

The location prospectus as submitted by this office for the subject section called for two 12-foot lanes. The prospectus after it was processed by your office called for four 12-foot lanes. The field survey was submitted on the basis of the latter but with the intention that the additional two lanes simply be refuge lanes.

H. S. Cox has asked, as indicated in the attached copy of a letter to Crandall, that the traffic volumes on this section be reviewed. He has also asked that our survey records call for but two through lanes and he returned the records for this modification. This will be done and this letter is simply to keep you posted on the status of the project.

R. D. Asburry
Division Engineer

By

Gerald Wimer
Assistant Division Engineer

GW:am

NOTED
J. B. BOYD

522-1496

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 12, 1968

RECEIVED
JAN 16 1968
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Murder Creek Section
Linn County FAS 761

NOTED
H. S. COX

To: Mr. F. B. Crandall
Traffic Engineer
Department

The following traffic volumes have appeared in the location records for the subject section:

Record Source	Present ADT	Projected ADT
Resident Engineer's Prospectus (Apparently 1965 ADT)	2,400	3,600
Construction Office Prospectus	4,700	7,400
1966 Traffic Volume Table	2,750	

I believe the higher figures are for when it was contemplated the at-grade crossing of the Southern Pacific Railroad tracks at the Wah Chang plant would be eliminated. According to H. S. Cox, there is no positive assurance that this closure will be done.

The traffic volumes that are in the record will have a definite bearing on what typical section the B.P.R. will approve. The project is so short it does not lend itself to four lane construction. Our proposal is a good compromise between a two lane plan and a four lane plan. There will actually be four lanes under the railroad structure but two of these lanes will be refuge lanes.

It would be appreciated if you would have the traffic volume data reviewed and, if we can be of some assistance in obtaining additional field data, please advise. Your early attention would be appreciated.

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:am
cc F. D. Morgan
H. S. Cox

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

FORM E-30X—50M—2-66 SP 23500-734

RECEIVED
JAN 12 1968
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1968

SUBJECT: Murder Creek Section
Linn County FAS 761

To: Mr. F. D. Morgan
Construction Engineer
Department

Submitted herewith the location data relative to the subject section as listed in L. L. MacIntyre's January 4 attached transmittal letter, excepting a copy of each of the first five items has been retained for our records. The following items are called to your particular attention:

1. The vicinity maps and profiles have been prepared in a manner that should suffice for the P.U.C. hearing map. If not satisfactory for this purpose, please advise and additional maps will be prepared.

2. A pier is proposed for the railroad structure in the median area of the proposed widened roadway. This pier is necessitated by the fact the railroad grade can not be raised and to get a clear span across the widened county roadway would necessitate beams of such depth that the county road profile would have to be lowered so low that it would be subject to high water. As it is, there are still periods where the county road could be flooded. We have tried to design so the county road would not be inundated if only local surface waters were involved in the runoff. When the Santiam River overflows its watershed northeasterly of Cottonwoods, such as occurred during the Christmas 1964 and January 1965 floods when the Interstate was closed, is the only time the county road should be flooded. The recurrence of such is much less likely in the future since construction of the Green Peter and Foster Reservoirs. The future construction of the Cascadia Reservoir should reduce the likelihood even more.

3. At a meeting with the Southern Pacific Railroad as mentioned in MacIntyre's Report of Survey, it was determined they were willing to perform their structure work under traffic eliminating the necessity of a detour structure and thus materially reducing the cost of the project. This particular means of construction should be encouraged.

NOTED
MAINOR C. HOLMES

R. D. Asburry
Division Engineer

NOTED
P. B. Arensmeier

By

Gerald Wimer
Assistant Division Engineer

GW:am
cc N. S. Cox
T. W. Litchfield
L. L. MacIntyre

Si and I took the material for the project back to Mr. Wimer for some revisions 1/12/68 KR.

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

MEMO TO THE FILES:

NOTED
H. S. COX

November 3, 1967

Murder Creek Railroad Structure
FAS 761
Linn County

Last June, Linn County submitted an FAS request for widening the underpass of the SPRR at Murder Creek on FAS 761. The Highway Department has worked up a preliminary estimate which increases the width to 60-feet.

On October 27, 1967, a meeting was held at the site of the proposed project. Those at the meeting were as follows: Mr. E. A. Kindrew and Mr. H. K. Koberstein from the S.P.R.R.; Richard Dalke, Linn County Engineer; and Ted Litchfield, Si Cox, Al Rear, Gerald Wimer, L. L. MacIntyer, and myself of the Highway Department.

The railroad people were informed of the intent of the proposed project, and even though greatly interested and willing to cooperate in the matter, they would not permit a change in railroad grade nor would they allow a through-truss on their bridge. They realized our problem of vertical clearance under their structure and suggested a center pier, which would reduce the depth of the beams that would be used on our proposed longer span. They also informed us that if railroad were to do the work it would be done under traffic and would be done in about six weeks. This would eliminate the expense of a shoo-fly.

The railroad is to send a copy of a set of ~~the~~ their plans to the bridge department for reference in preparing our plans. It is the writer's understanding that the bridge department will make up comparative estimates of different approaches to the matter.

The BPR has been contacted and have said they thought it would be alright for the railroad to dothe work, but before they would give their approval they wished to see a map and get some information about the project. ~~There~~ Their main concern is the center pier for the bridge.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Division

cc: Ted Litchfield
Ted Roake
Adrian Olson

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

Salem, Oregon
October 26, 1967

Murder Creek Bridge
Salem Road
FAS 761
Linn County

Mr. Ted Litchfield

BUILDING

In your communications with the S.P.R.R. concerning subject project, has the railroad indicated that their future plans call for an additional parallel track in this area? If so has the railroad been presented with the idea that a joint venture in constructing a permanent railroad structure at this time could be a substantial economic saving to both the county and the S.P.R.R.

HR

NOTED
HAROLD

Harold Reynoldson
Planning Engineer
County/City Div.

HR:mr

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FAS 761
522-1496
Linn Co

FORM E-302—50M—7-66

SP*28811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1967

To: Memo to the Files

SUBJECT: Murder Creek Section
Linn County FAS-C

Some time ago Mr. Gallaher, who helped in the preparation of the study Linn County had prepared for going over the railroad track at the subject location, reviewed the present proposal of going under the railroad following the present alignment with Adrian Olson. He particularly questioned the fact the present facility floods and that if the Wah Chang traffic is rerouted this direction to avoid an at grade railroad crossing they could in times of flooding be cut off.

This matter had previously been discussed with Dick Dalke, Linn County Engineer, by L. L. MacIntyre and the undersigned, but since the question has been raised we again met with him yesterday and he reaffirmed his previous position that if this is the most economical route flooding in itself should not preclude it.

The flood problem should be reviewed in the course of the survey to determine what steps might be taken to reduce its impact. He further indicated that there was some question of whether the Wah Chang traffic would be routed this direction.

10-3-67
NOTE
Project now scheduled for June-68
H.

NOTED
H. S. COX

Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:sm
cc Adrian Olson
H. S. Cox
L. L. MacIntyre

NOTED
HAROLD REYNOLDSON

RECEIVED
SEP 21 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
JUL 31 1967

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
[illegible] METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

S-567(1)
7224

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

✓

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 26 1967
CONSTRUCTION DIVISION

July 25, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of June 6, 1967, which enclosed the prospectus for the following projects:

Murder Creek Section, County Road FAS 761, Linn County

Shaw-Towle Road Section, Silver Creek Falls Highway, Marion County

Neither of the above projects will have an adverse effect on the fishery resources, consequently, the plans are approved.

We appreciate being notified of these proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC
7-26-67 Copies to: F. B. Klaboe
L. H. Young
Frank Hall (2)
T.C. Roake
J. E. Morelock
R. D. Asburry (4)

fw

RECEIVED
JUL 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

6-14-67

LINN COUNTY
PROPOSED PROJECT (1968 FUNDS)

✓ FAS 761, Salem Road, Murder Creek Bridge, structure over Murder Creek and Increase undercrossing of SPRR structure, $400,000.00.

State to do survey. Increase existing bridge over Murder Creek to 64 feet. Construct and remove railroad shoo fly. Disassemble existing railroad structure and stock pile nearby for SPRR. County will do grading for widening roadway and construct approaches and connections to the widened structure on the County Road. The roadway will have a total top width of 60' paved with A.C. tapering on the ends to meet existing surfacing.

HWAY COMMISSION
APPROVED ON JUL 24 1967

67-e
6/14/67

Part I

Safety Project

OTED
S. COX

RECEIVED
JUN 12 1967
ENGINEER
COUNTY & CITY DIVISION

BRIDGE PROJECT REQUESTED BY Linn COUNTY Date June 7, 1967

Is this to be a County project? ___Yes ___No
Is this to be an FAS-C project? x Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Salem Road

FAS Number 761

2. Name of river or stream Murder Creek

3. Name of bridge Murder Creek Bridge and S.P.R.R. under crossing

4. Location (Please attach map with location marked):

Section 28 Township 10 S. Range 3 W. W.M.

5. Desired width of bridge (Width of traveled way on FAS structures shall be 32' unless specified otherwise by County): Same width on Murder Creek structure as opening under R. R. (64' overall, 60' Hor. cl.)

6. Are sidewalks desired? ___Yes x No

7. Width of sidewalks ___

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes x No

If "Yes," explain type desired: ___

11. Will County furnish any materials for bridge? ___Yes x No

Explain: ___

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? x Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes x No

14. Will County furnish foundation data? ___Yes x No

(ccr-61-a, Rev. 1966)

*15. Does County wish State Highway Department to make foundation tests at County expense? x Yes ___ No

16. Can road be closed during construction? x Yes ___ No

17. Will detour be required? ___ Yes x No

18. Will detour be constructed and maintained by County? ___ Yes ___ No

19. Will detour be constructed and maintained by contractor? ___ Yes ___ No

20. Will County construct approaches or connections? x Yes [illegible] No

21. Will contractor construct approaches or connections under contract?

___ Yes x No This is to include all grading necessary to complete the project.

22. State width of traveled roadway: 20' at under crossing Width of shoulders: None

23. Will additional right-of-way be required? x Yes ___ No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed x , resolution ___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? x Yes ___ No

26. Will old bridge remain in place? ___ Yes ___ No Murder Creek--yes
R. R. Crossing--No

27. Will old bridge be removed by contractor? ___ Yes x No Existing Bridge to be widened.

28. Will old bridge be removed by County? ___ Yes x No

29. Does County wish old bridge salvaged for future use? ___ Yes ___ No R. R. Bridge will remain property of S.P. Co.

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

x Yes ___ No

31. Does County wish State Highway Department to advertise and accept bids?

x Yes ___ No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___ Yes x No

33. Does County wish complete job of illumination in project? ___ Yes x No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: x Yes ___ No Size 12"

(b) Sanitary sewer mains: ___ Yes x No Size ______

(c) Storm sewer: ___ Yes x No Size ______

(d) Gas mains: x Yes ___ No Size 4"

(e) Power lines: x Yes ___ No

(f) Telephone lines: ___ Yes ___ No

(g) Other utilities? ______

35. What is desired date for letting? ______

Remarks It is planned at this time to have the County do all necessary grading work.

Linn County will resist closure of the S.P. crossing at Wah-Chang due to the increase in volume that would result at the Murder Creek under crossing.

By Floyd C. [illegible]
County Judge or Comm. Chairman

By Floyd D. [illegible]
County Commissioner

By Bud Ingram
County Commissioner

By Richard [illegible]
County Engineer or Roadmaster

COUNTY LINN

Date 6-7-67

(ccr-61-a, Rev. 1966)

// Part II

— Safety Project

RECEIVED
JUN 12 1967
ENGINEER
COUNTY & CITY DIVISION

Noted H. S. Cox

COUNTY ROAD FAS PROJECT DATA

1. Name of County Linn FAS No. 761

2. County Road Name Salem Road

3. Section Name Murder Creek Length Approx. 0.2 mile

4. Type of Project Structures, grading and drainage

5. Survey to be done by: State x County ____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No x

Will it be furnished? Yes x No ____

7. Wearing Surface: Type A. C. Width 60' including shoulders Shoulders 4'

8. Grading & Drainage:

By County x County Date of Completion ____ By Contract ____

9. Bottom Base Course:

By County x County Date of Completion ____ By Contract ____

10. Leveling Course:

By County x County Date of Completion ____ By Contract ____

11. Wearing Surface:

By County x County Date of Completion ____ By Contract ____

12. Clearing:

By County x County Date of Completion ____ By Contract ____

13. Is there any merchantable timber on right-of-way? Yes ____ No x

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks ____

MATERIAL SOURCE -

16. Gravel x Quarry ____ Cinders ____

17. Owner: County ____ State ____ Private x

18. Location: ____ Section 11 Township 11 S. Range 3 W. W.M.

2 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ________________________________

Remarks: ________________________________

____

FINANCIAL- -

21. Estimated Cost: $______________

22. Available FAS Funds: $______________

23. Date Match Money is Available: ______________ (Not available at this time)

24. Will there be any 100% County Money? Yes____ No____

25. Maximum Amount of 100% County Money Available: $______________

26. Date County Requests Letting: ______________

Remarks ________________________________

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes_x_ No____

28. Will right-of-way be acquired by: Resolution____ or Deed_x_

29. Should State prepare options? Yes_x_ No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_x_ No____

31. Should material source site be included in right-of-way descriptions?

Yes____ No_x_

32. Does project run inside city? Yes____ No_x_
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. ~~Projects may only extend into cities with less than 5000 population~~)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No_x_
(NOTE: County must move all utilities located on present right-of-way.)

Remarks ________________________________

UR 61-8

RAILROADS- -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: 1

37. Sight distance: __________(Left) __________(Right)

38. Number of trains__________

39. Angle of intersection__________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing x

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks____________________

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes x No____

43. Will replacement by by: County________ Contract x
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes x No____

45. Will County adjust structure to additional width? Yes x No____

46. Will adjusted width be standard? Yes x No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks____________________

47. Is project contingent upon other factors? Yes____ No____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:____________________

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

____

____

____

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

____

____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No___

52. Does County wish sight posts installed? Yes___ No_x_

53. Does County wish guard rail installed? Yes___ No_x_

54. Does County wish seeding and mulching incorporated into job?

Yes___ No_x_

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Bud Ingram County

Floyd D. Jenks Date

By Floyd E. Hallen
Judge or Commission Chairman

By Richard Dalk
County Engineer

6/7/67

____
O.S.H.D. Field Engineer

Date______________________________

CCR 4-4

[illegible] $\$300^{00}$ – Power line [illegible], set 2 poles [illegible] same side of road.

BRIDGE PROJECT REQUESTED BY Linn COUNTY Date September 13, 1966

RECEIVED
SEP 19 1966
ENGINEER
COUNTY & CITY DIVISION

See Revised request 4/7/67

Is this to be a County project? __Yes __No

Is this to be an FAS-C project? x Yes __No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Salem Road

FAS Number 761

2. Name of river or stream Murder Creek

3. Name of bridge Murder Creek Undercrossing

4. Location (Please attach map with location marked):

Section 26 Township 10 South Range 3 West W.M.

5. Desired width of bridge 26 ft.

6. Are sidewalks desired? x Yes __No

7. Width of sidewalks 4 ft.

8. Is sidewalk desired on upstream side of bridge? x Yes __No

9. Is sidewalk desired on downstream side of bridge? __Yes x No

10. Does County wish a particular type of bridge design? __Yes x No

If "Yes," explain type desired:

11. Will County furnish any materials for bridge? __Yes x No

Explain:

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? __Yes __No

13. Will County run survey and furnish vicinity map? __Yes x No

14. Will County furnish foundation data? __Yes x No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? ___Yes _x_No

17. Will detour be required? ___Yes _x_No

18. Will detour be constructed and maintained by County? ___Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? ___Yes _x_No

21. Will contractor construct approaches or connections under contract?

_x_Yes ___No

22. State width of traveled roadway: 24' Width of shoulders: 3'

23. Will additional right-of-way be required? x__Yes ___No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed _x_, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? _x_Yes ___No

26. Will old bridge remain in place? _x_Yes ___No

27. Will old bridge be removed by contractor? ___Yes ___No

28. Will old bridge be removed by County? ___Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

_x_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? _x_Yes ___No

33. Does County wish complete job of illumination in project? _x_Yes ___No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: x Yes ___No Size 12"

(b) Sanitary sewer mains: ___Yes x No Size_________

(c) Storm sewer: ___Yes x No Size_________

(d) Gas mains: x Yes ___No Size 4"

(e) Power lines: ___Yes x No

(f) Telephone lines: x Yes ___No

(g) Other utilities? _________________________

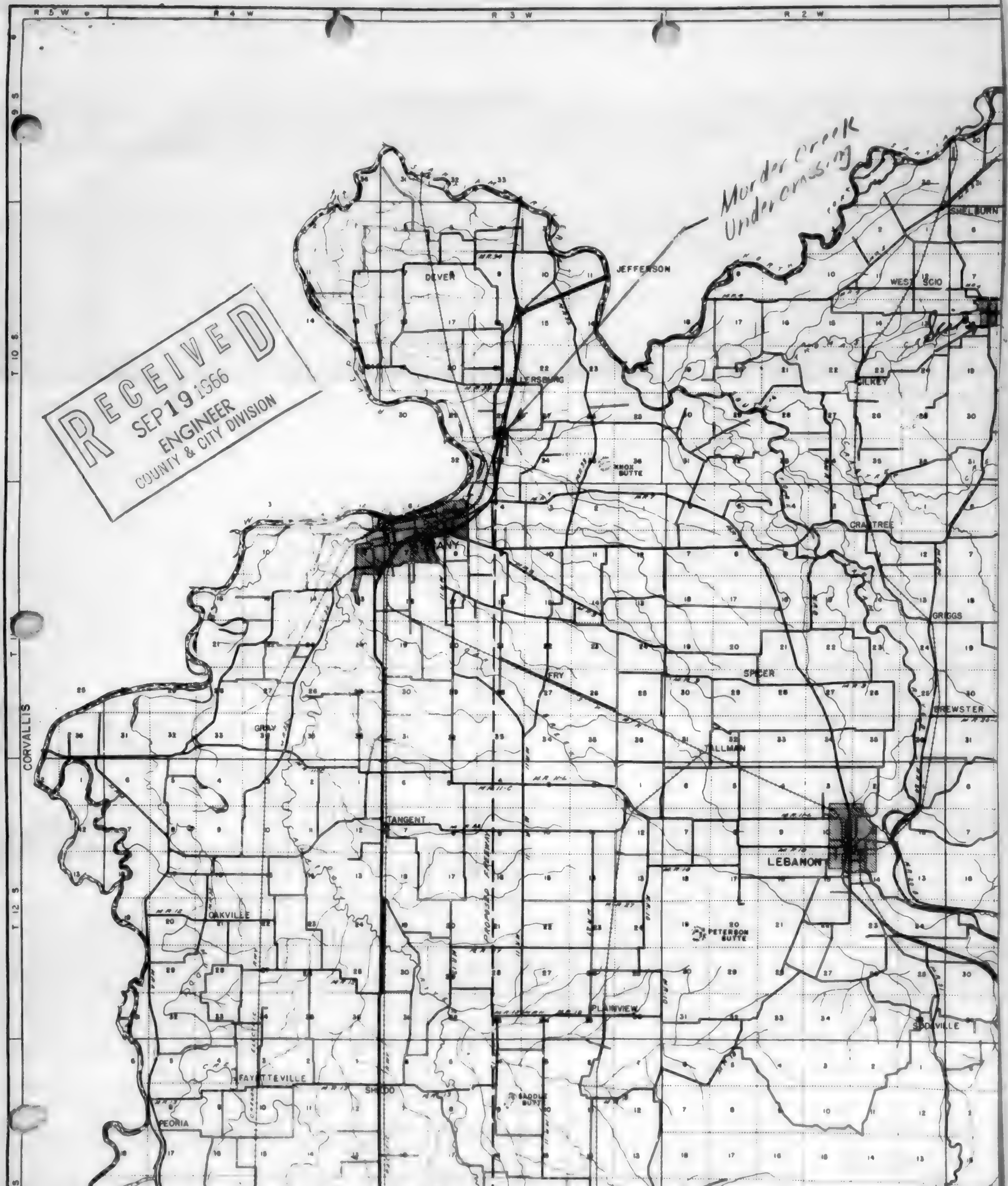
35. What is desired date for letting? June of 1967

Remarks The requested bridge design is for an additional two lanes of roadway under the S.P. Railroad crossing at Murder Creek. This will require a bridge design over Murder Creek and also a design to increase opening under the S.P. Railroad tracks.

By_________________________

By Burl Ingram

Floyd D Jenks Co Comm



Murder Creek Undercrossing

RECEIVED
SEP 19 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 7 - 1967

FOR FILES
S-567(1)
7294

6-6-67

Prefix No. 522-1496

LOCATION PROSPECTUS
MURDER CREEK SECTION
COUNTY ROAD FAS 761
LINN COUNTY

HIGHWAY:	County Road FAS 761.
TERMINI:	The northerly terminus is at M.P. 2.5 on FAS 761. The southerly terminus is at M.P. 2.15 on FAS 761.
LENGTH:	0.35 mile.
PROGRAM:	FAS-C Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and cost estimates for grading, paving and widening the bridge over Murder Creek and the railroad undercrossing. The route will approximate the existing alignment. Reconnaissance is not necessary. Soils investigations will be conducted. There will be some need for study of drainage problems. Investigations will be made of past high water data to see if the design of this project will be affected. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT is 4,700; projected ADT is 7,400.
STANDARDS:	Class "A(4)". Deviations from standards are anticipated.
TYPICAL SECTION:	Four 12-foot travel lanes, 4-foot shoulders and 4-foot median. Each end of the project will be tapered to match existing roadway.
BRIDGE:	Existing bridge over Murder Creek at M.P. 2.3 to be reconstructed. Horizontal clearance to be 60 feet.
ADDITIONAL FACILITIES:	Railroad undercrossing at M.P. 2.3 to be widened to accommodate four-lane roadway. There are no airports affected by this project.
SURFACING:	Tentative base design for construction is:

Paving	3-1/2"	A.C.
Top Course Base	3 "	P.M.B.B.
Bottom Course Base	15 "	Crushed Base
Total	21-1/2"	

NOTED
R. L. PORTER

NOTED
FORREST COOPER

ACCESS: No control.

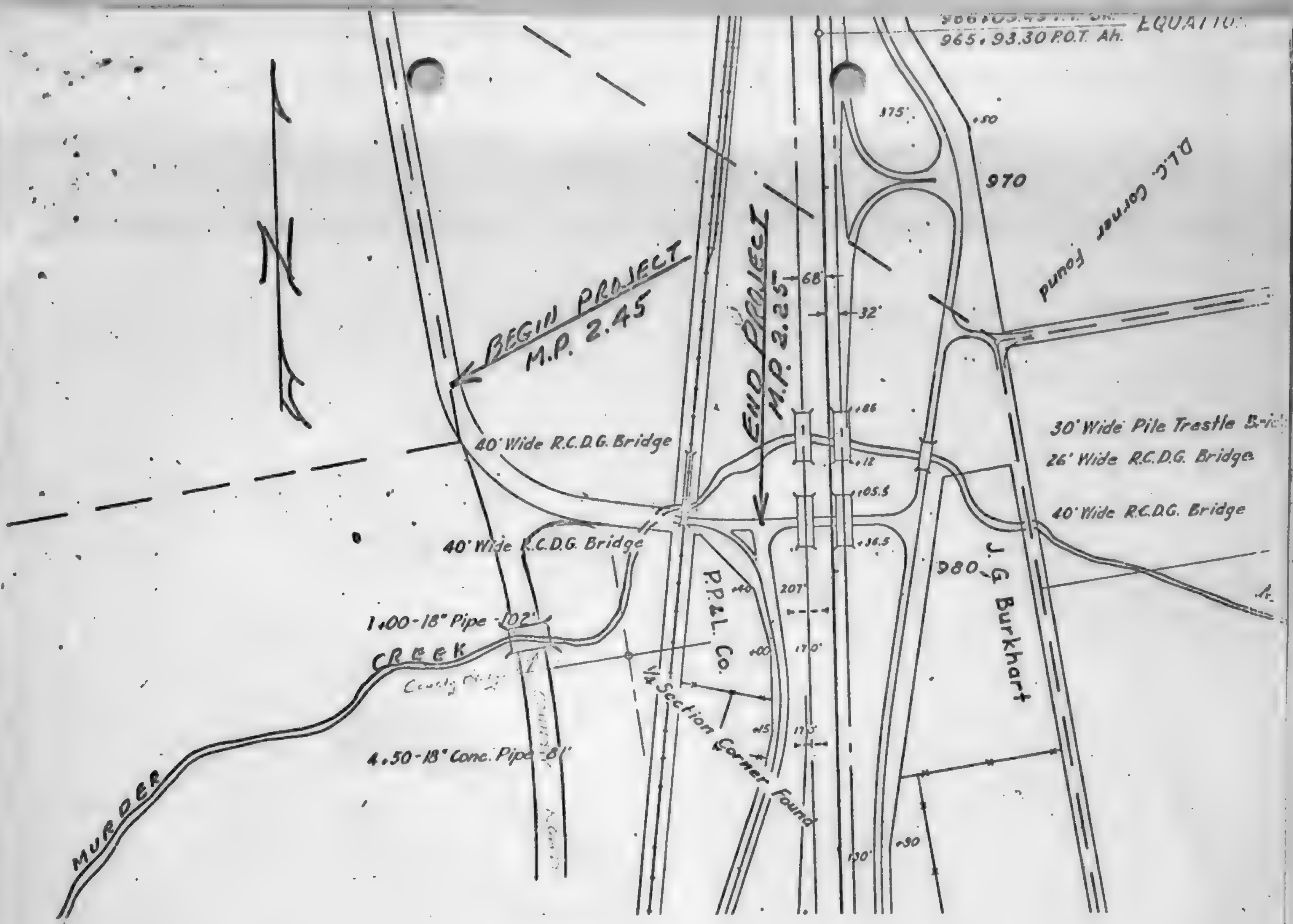
MATERIAL: Commercial sources.

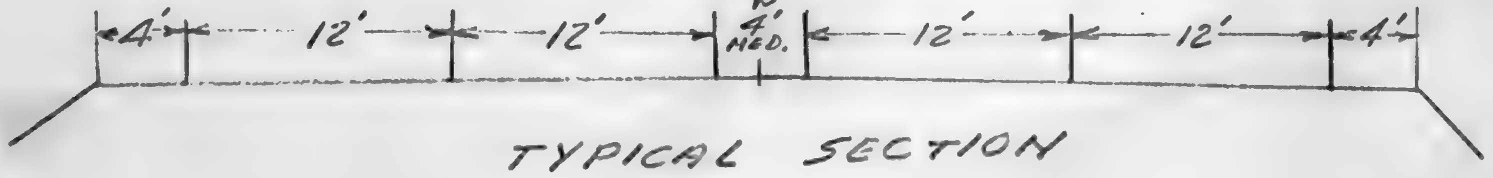
AGREEMENTS: Agreements with Southern Pacific Railroad and any utilities affected will be the responsibility of Linn County.

PARKS OR WAYSIDES: None affected.

June 6, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D.H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
MURDER CREEK SECTION
FAS 761
LINN COUNTY
JUNE 1967

FA 761
Linn Co.

FORM E-30X—50M—7-6

SP*25011-734

RECEIVED
MAY 15 1967
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1967

SUBJECT: Murder Creek Section
Linn County FAS 761

To: Mr. F. D. Morgan
Construction Engineer
Department

Attached is an Authority for Survey, Prospectus and Prospectus Sketch Map on the subject section.

The survey would be primarily for the purpose of preparing plans for widening the railroad undercrossing structure and for revising the intersection at this location. This matter has been under discussion for some time. The County is anxious to proceed having Federal Aid funds available to do so. We have a survey crew available at this time and may not later in the construction season. Work is proceeding on the survey on the basis of prior approval received from Ed Morelock of your office.

There have been several alternate plans considered, one of which involved overcrossing the railroad. Because of the recent estimates of cost prepared by Adrian Olson's office, Dick Dalke, Linn County Engineer, has abandoned that possibility and is strongly in favor of widening the undercrossing structure. It should be widened to four lanes, as the traffic nearly justifies such and it would be quite difficult to widen again in the future. The pavement should also be constructed to the four lane width and striped for either left-turn refuge or four lanes. Dalke leaned to the latter and asked that Olson's office prepare a preliminary layout for such.

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:mm
cc H. S. Cox
L. L. MacIntyre

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FORM E-30X—50M—7-66

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2960 E. State St., Salem 97310

February 17, 1967

RECEIVED
FEB 23 1967
ENGINEER
COUNTY & CITY DIVISION

FAS-761

SUBJECT: Murder Creek Complex
Linn County FAS-C System

To: ~~Mr. F. D. Morgan~~
~~Construction Engineer~~
~~Department~~

NOTED
RICHARD UNREIN

NOTED

Linn County Engineer Dick Dalke in company with County-City Engineer H. S. Cox submitted the attached plan for the subject matter to this office February 7.

Previously the Bridge Department had studied and submitted an estimate of $600,000 to the county for widening the existing undercrossing structure to the Southern Pacific Railroad main line track that lies northwesterly of our Murder Creek Interchange to the Pacific Highway. This office does not have a copy of that estimate but did participate in the field investigation leading up to it. The reason the estimate is so high is that it is based upon a shoo-fly structure being required to temporarily handle the railroad traffic during construction of a wider improved permanent structure. As that estimate would require approximately three years of Linn County's share of the FAS-C funds to construct, they have had the alternative studied by the Oregon Bridge Engineering Company, Consulting Engineers at Eugene, who prepared the attached report.

This report contemplates an overcrossing of the railroad and contains an estimate of but $476,000. However, the slopes are but 1½:1, the structures narrow, shoulders but four feet in width, traffic movements interfering with our southbound interchange ramps and other traffic disadvantages as outlined in the attached report of Roger D. Trygstad.

The county has no objection to the plan contemplating moving our interchange leg southerly to the other side of the service station shown on their plan. They would, however, like our help in the cost of this relocation. It would also allow room for providing left turn refuges on the old highway (presently under county jurisdiction southerly of the interchange ramp termini and our jurisdiction northerly through the interchange area) at the termini of the interchange ramps.

Would you please have your staff review the plan presently proposed by the county with particular emphasis on:

1. Correlating the two estimates of cost;
2. Checking to determine if there would be any objection to such a plan on the part of the Bureau of Public Roads;

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

3. If their plan is the more economical and approved by the Bureau of Public Roads, if we would participate in any of the cost of relocating the interchange legs.

With regard to the correlation of the estimates of cost, because of some conversation with some member of a family of an S. P. engineering employee the County Court questioned as to whether a shoo-fly detour structure on the first plan would be necessary. This should also be checked with the Southern Pacific Railroad Company.

R. D. ASBURRY,
Division Engineer

By

GERALD WIMER,
Assistant Division Engineer

GW:mm
Enc.
cc: H. S. Cox ✓

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
2960 E. State St., Salem 97310
February 15, 1967

SUBJECT: Murder Creek Area

To: Mr. Gerald Wimer
Assistant Division Engineer
Building

You asked that I study the attached proposal prepared by Oregon Bridge Engineering Co. for the Murder Creek Area and give advantages and disadvantages from a traffic standpoint:

Advantages:

1) An adequate width crossing at tracks;
2) Left turn refuge for traffic wanting to go south on the westerly road.

Disadvantages:

1) Very circuitous traffic pattern;
2) Would require moving freeway ramps to south;
3) Vertical sight distance restriction at structure;
4) Poor connection where "B" and "C" lines meet - depending on traffic controls we will have either a lack of storage or a very sharp curve;
5) The design standards for slopes and pavement widths are somewhat low.

I greatly prefer the existing traffic pattern and hope that when the cost estimates for the two projects are worked out on a comparable basis that it will be less expensive to widen the existing undercrossing.

Roger D Trygstad
ROGER D. TRYGSTAD,
Division Traffic Engineer

RDT:mn
Enc.

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 1905, EUGENE, OREGON 97401
TELEPHONE: (503) 746-0673

February 2, 1967

SUBJECT: Murder Creek Complex
Engineering Cost Study

Mr. Richard Dalke, Engineer
Linn County Court House
Albany, Oregon

Dear Sir:

Please find enclosed the subject economic and feasibility study.

The report speaks for itself, but it should be prefaced by a few remarks. A left turn refuge should be provided for traffic South Bound on the ("L") County Road mainline and desiring to turn left into the Freeway entrance ramp (South Bound). However, space and multiple lanes, together with a grade for the "L" Line make a left turn refuge, at this particular location, exceedingly difficult. Before considering this problem any further, it would be well to ascertain the State Highway Departments plans (or lack of) for a revision to the existing Murder Creek Exit on I-5.

At the North end of this project, alignment data is incomplete because sufficient horizontal and vertical control is not available on the topographic map as obtained from H. G. Chickering. However, alignment in this area should be no problem in view of the overlap on the existing interchange, and the relatively flat work area.

We appreciate the opportunity of assisting you in this project.

Very truly yours

OREGON BRIDGE ENGINEERING CO

D.W. Gallaher

D. W. Gallaher
Chief Engineer

DWG:imt

encl

C9A 3689
RR 670

22-8310 Santiam Jct.-Suttle Lake Rock 1969
Production Proj., Santiam Hwy. near
#7225 Summit of Cascade Range

RECEIVED
NOV 28 1969
FOR FILING

22-8510
7225

November 28, 1969

The American Insurance Co.
921 S.W. Washington Street
Portland, Oregon 97205

Gentlemen:

A post-final payment for $300 will be made to Valley Equipment Company on Contract No. 7225 for rock production on the Santiam Junction-Suttle Lake Section of the Santiam Highway in Jefferson and Linn Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $42,964 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Valley Equipment Company
2611 35th Avenue, N.E.
Salem, Oregon 97303

Cushing Insurance, Inc.
1735 Capitol, N.E.
Salem, Oregon 97303

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry
J. F. Putnam

RECEIVED
DEC 24 1969

FOR FILING

22-8310
7225

Agenda 39
#2
11-18-69

November 26, 1969

Valley Equipment Company
2611 35th Avenue, N.E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, granted your request for an extension of 6 calendar workdays on Contract No. 7225 for rock production on the Santiam Junction-Suttle Lake Section of the Santiam Highway in Jefferson and Linn Counties.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sj
cc F. D. Morgan
V. E. Skoog
J. F. Putnam
R. H. Clark

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1969

SUBJECT: Santiam Junction-Suttle Lake
Contract No. 7225
Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Valley Equipment Company, contractor on the subject rock production project, requests a 6-day time extension because of a delay in the award of the contract. The request is well founded. This project was one of the exceptionally large number on which bids were called on April 17 and 18.

The bids were opened on this project April 17 and the contract was not mailed to the contractor until May 13, or after the elapse of 26 days. This is 6 days more than the specification allows so the request should be granted.

This contract has a specified completion date of August 1. The contractor did not start work until July 10, apparently for his own reasons. The contract was completed September 11 with 41 days liquidated damages at $50 per day. The 6-day extension recommended will reduce the liquidated damages to $1,750. This is a State project.

A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7225 Contractor Valley Equipment Co.

Highway Santiam

Section Santiam Junction-Suttle Lake

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Granted for 6 days delay in submission of contract.

Recommended for Approval:

Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7225
Project designation (State-Federal)	State
Date awarded	April 22, 1969
Work started	July 9, 1969
Per cent completed	100 - Sept.11,1969 (Date)
Fixed Calendar Date ~~No. of Workdays Allowed~~	Aug. 1, 1969
No. of Workdays Used	
No. of Added Workdays Requested	6

[illegible]-734

E-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 24, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 79 days to 85 days, within which to complete our Contract No. 7225, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Under Article 8-8 (Adjustment of Contract Time), subsection (c); we were not furnished with the contract and bond to execute within the twenty days of the date of opening of bids (April 17, 1969). This was not received until May 14, 1969, being mailed on May 13, 1969. This should entitle us to an extension of six days.

Respectfully submitted,

Valley Equipment Co.
Contractor

By

CONSENT OF SURETY

Date Sept. 24, 1969

We, The American Insurance Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

D. H. Cushing D H Cushing
Attorney-in-fact

(SEAL)

Cushing Insurance Inc. D H Cushing
Resident Agent

RECEIVED
OCT 27 1969
FOR FILING

22-8210
7225

October 24, 1969

American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Gentlemen:

Contract No. 7225 awarded to Valley Equipment Company for rock production on the Santiam Junction-Suttle Lake Section of the Santiam Highway in Jefferson and Linn Counties was completed on September 11, 1969, and accepted by the Highway Commission on October 23, 1969.

Final payment in the amount of $2,190 will be released to the contractor after October 31, 1969. The total contract amount is $42,664 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc
Valley Equipment Company
2611 35th Avenue, N.E.
Salem, Oregon 97303

Cushing Insurance, Inc.
1735 Capitol, N.E.
Salem, Oregon 97303

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
OCT 24 1969
FOR FILING

22-8310
7225

October 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 11, 1969, on Contract No. 7225. The contract was with Valley Equipment Company and was for rock production on the Santiam Junction-Suttle Lake Section of the Santiam Highway in Jefferson and Linn Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 23, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam
R. D. Asburry

srb sr

RECEIVED
OCT 14 1969
FOR FILING

22-8310

7225

October 13, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
November 18, 1969 meeting

Valley Equipment Company, contractor on the Santiam Junction-Suttle Lake Rock Production Project on the Santiam Highway in Jefferson County, Contract No. 7225, requests a six-day extension of the contract time. The request is based on a delay in submitting the contract and bond to the contractor for execution.

This project was one of an exceptionally large number for which bids were received April 17 and 18, 1969. Due to the heavy volume of contract documents to be prepared, there was a 26-day interval between the date bids were received and the date the contract and bond were mailed to the contractor for execution. The contract specifications allow this as a justifiable reason for extension for the time in excess of 20 days, or six days in this instance.

This is a State project and does not require the approval of the Bureau of Public Roads. I recommend that a six-calendar workday extension be granted. The contract was completed September 11, and 35 days liquidated damages amounting to $1750 will remain in effect after a six-day extension.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
J. F. Putnam
JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7225 Contractor Valley Equipment Co.

Highway Santiam

Section Santiam Junction-Suttle Lake

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Granted for 6 days delay in submission of contract.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

F B Klaboe

Assistant State Highway Engineer

Contract No.	7225
Project designation (State-Federal)	State
Date awarded	April 22, 1969
Work started	July 9, 1969
Per cent completed (Date)	100 - Sept.11,1969
Fixed Calendar Date ~~No. of Workdays Allowed~~	Aug. 1,1969
No. of Workdays Used	
No. of Added Workdays Requested	6

SP*6266-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 24, 1969.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 79 days to 85 days, within which to complete our Contract No. 7225, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Under Article 8-8 (Adjustment of Contract Time), subsection (c); we were not furnished with the contract and bond to execute within the twenty days of the date of opening of bids (April 17, 1969). This was not received until May 14, 1969, being mailed on May 13, 1969. This should entitle us to as extension of six days.

Respectfully submitted,

Valley Equipment Co.
Contractor

By

CONSENT OF SURETY

Date Sept. 24, 1969

We, The American Insurance Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

D. H. Cushing D H Cushing
Attorney-in-fact

(SEAL)

Cushing Insurance Inc. D H Cushing
Resident Agent

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1969

SUBJECT: Santiam Junction-Suttle Lake
Contract No. 7225
Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Valley Equipment Company, contractor on the subject rock production project, requests a 6-day time extension because of a delay in the award of the contract. The request is well founded. This project was one of the exceptionally large number on which bids were called on April 17 and 18.

The bids were opened on this project April 17 and the contract was not mailed to the contractor until May 13, or after the elapse of 26 days. This is 6 days more than the specification allows so the request should be granted.

This contract has a specified completion date of August 1. The contractor did not start work until July 10, apparently for his own reasons. The contract was completed September 11 with 41 days liquidated damages at $50 per day. The 6-day extension recommended will reduce the liquidated damages to $1,750. This is a State project.

A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

22-8310
7225

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Santiam Junction - Suttle Lake	WEEK ENDING: Sept. 27, 1969	SECTION PREFIX: 22-8310
HIGHWAY: Santiam	COUNTY: Jefferson & Linn	
NAME OF JOB: Santiam Junction - Suttle Lake	KIND OF WORK: Rock Production	
CONTRACTOR: Valley Equipment Co.	CONTRACT NUMBER: 7225	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22, 1969	DATE WORK STARTED: July 9, 1969	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $50,151.00	SPECIFIED COMPLETION DATE: August 1, 1969	PERCENT OF TIME ELAPSED: N/A (LD 41 days)
EXCLUSIVE OF ENGINEERING: $45,771.00	ENGINEERING AUTHORIZATION: $4,380.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $44,648.00	ENGINEERING COST TO DATE: $4,550.00 This Week 587.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN Tot. Auth. 0.9 %	PERCENT OF AUTHORIZATION: 104 %	DATE PROJECT WAS COMPLETED: 9/11/69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			12.22		
MILES PARTIALLY COMPLETED					
MILES COMPLETED			N/A		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,194		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,194		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan MM
Decker
Bond
Walker
Boehme
Johnsen
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 2[illegible]
CONSTRUCTION
DIVISION

BEN [illegible]

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The figures and percentages on the face of this report do not include Liquidated Damages.

Mr. Warfield made final inspection of the project on thursday,Sept. 25, 1969.

The semifinal estimate was submitted to the division office friday, Sept. 26, 1969.

*** F I N A L*R E P O R T***

SIGNED R. H. Clark LOCATION Bend
R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 22 1969
FOR FILE

22-8310

7225

May 21, 1969

Valley Equipment Co.
2611 35th Avenue, N.E.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7225 for rock production on the Santiam Junction-Suttle Lake Section of the Santiam Highway in Jefferson and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr

Enclosure

cc: Mr. C. R. Rathbun
Cushing Insurance, Inc.
D. J. Barbee
F. D. Morgan
I. D. Merchant
R. H. Clark
J. F. Putnam

RECEIVED
MAY 18 1969
FOR FILING

22-8310
7225

May 13, 1969

Valley Equipment Co.
2611 35th Avenue, N.E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7225 for $43,800 awarded to you by the State Highway Commission on April 22, 1969. This contract is for rock production on the Santiam Junction-Suttle Lake Section of the Santiam Highway in Jefferson and Linn Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
R. H. Clark
J. F. Putnam

FLH-3(19) Blue Mountain Pass-Jackson Cr. 1969
Sec., I.O.N. Hwy., N. of McDermitt
#7226 (Grading & Paving)

RECEIVED
MAR 19 1970

FOR FILING

FLH-3(19)

7226

Salem, Oregon 97310
March 18, 1970

Blue Mountain Pass-Jackson
Creek Section, Contract 7226

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention Mr. John Bond

The policy with respect to purchasing of excess materials left over from a construction project and stockpiled on State-owned and controlled property will be as follows:

1. We will pay the contractor's cost for a reasonable overrun; reasonable is defined as a 10 to 15 percent maximum amount.

2. The total amount under such an arrangement will be paid for and charged to the contract. It will then be automatically transferred to the maintenance at no cost to them.

For those projects on which the overrun exceeds 15 percent, a separate decision will be made by this office based on an examination of the reasons for the large overrun.

We would also like to be apprised of any disputes that may occur in this regard as a result of material being stockpiled on property not under our jurisdiction if such disputes, in fact, ever do arise.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
E. S. Hunter

(file returned)

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1970

SUBJECT: Blue Mtn. Pass-Jackson Creek Section
Contract No. 7226

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

The contractor on this project recently contacted you requesting that the State purchase some stockpiled aggregate which was left over as excess. (There is a total of 9,817 cubic yards which is about 12.6% of the total contract quantity). As you suggested, we have contacted the four adjacent states inquiring as to their policies in this situation. We now have the replies which are summarized on the attached tabulation.

None of the four states have a policy of always purchasing overrun quantities. Nevada and Idaho occasionally purchase where they have a need for the materials for future maintenance. Washington's response is really concerned with only underrun situations and they do automatically purchase excess where it is due to an underrun from a contract quantity.

On the subject project, the aggregate-related items were as follows:

	Contract Quantity	Actual		
3/4"-0 in Base	9,250 tons	10,733		16% over (1,483 tons)
Plant mix Stone Base	76,200 tons	77,158	(1-1/2"-0)	1% over (958 tons)
Bituminous Base Mixture	18,700 tons	17,767	(3/4"-0)	5% Under (933 tons)
3/4"-0 Aggr. in Prime	650 Cu. Yd. (assume 1,300 tons)	0		100% Under (1,300 tons)
Class "B" A. C.	50,300 tons	50,638	(3/4"-1/4") (& 1/4"-0)	1% over (338 tons)
	155,750	156,296		0.35% over (546 tons)

There is a net underrun on the 3/4"-0 size only of about 750 tons or only 325 cubic yards, but there is about 12 times this quantity left.

We also asked the Division to reconsider the possibilities of some future use of the material involved. Attached is Mr. Shirley's March 3 report which still recommends against purchase. We must concur with the Division and this would be consistent with the surrounding states' practices.

For your further information, the replies from the four states are attached. Please return them.

FD Morgan
F. D. Morgan
Construction Engineer

JAB:fw
Attach.

RECEIVED
MAR 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 3, 1970

Routing
2
E
4
3
Swan
Glenn
Gallagher
Stein
Johnsen

RECEIVED
MAR 5 1970
CONSTRUCTION
DIVISION

SUBJECT: Blue Mtn. Pass-Jackson Creek Section
I.O.N. Highway
Malheur County
Contract No. 7226

To: Mr. F. D. Morgan
Construction Engineer

SALEM

This office has reconsidered the subcontractor's request on the Blue Mountain Pass-Jackson Creek Section to buy the excess crushed materials left on the stockpile site at M.P. 106.5 on the I.O.N. Highway.

The piles were measured last November; and a cross section indicates that there are 2209.9 cy of 1½"-0 material, 2664.4 cy of 3/4"-1/4" material, 1032.2 ¼"-0 material, and 3910.7 cy of 3/4"-0 material, for a total of 9817.2 cy.

All of the I.O.N. Highway southerly of the stockpile site has been widened with full width paved shoulders; and northerly of the stockpile site to the end of this project, approximately M.P. 95, so we have no use for this material for shoulder widening purposes without a long haul involved. And if we get another Federal land project this year for widening and overlay, then we will have even further dead haul. We have no use whatsoever in our maintenance program for 3/4"-1/4" material, and the 1/4"-0 material would have to be mixed with some 1/2-1/4 in order to make patching material out of it. This material has been offered to the B.L.M. and also Malheur County, both of whom have indicated they cannot purchase any of the material.

This office cannot honestly recommend that we acquire the material from the subcontractor. We might add that, from the beginning of the project and numerous times while the crushing operations were being carried out, the subcontractor was informed that there was very little chance that we could recommend the purchase of any overages.

H. S. Coulter
Division Engineer

By

Alfred Shirley Jr.

Alfred Shirley, Jr.
Assistant Division Engineer

AS:sh

SUMMARY OF STATE'S POLICIES ON PURCHASE OF EXCESS (OVERRUN) AGGREGATES ON CONTRACT PROJECTS

STATE	OBLIGATION TO PURCHASE	REMARKS
California	No	"Entirely the contractor's affair"
Nevada	No	Over-production ordinarily contractor's problem. Occasionally purchase excess at agreed actual cost when State wants material.
Idaho	No	Spec covers State's optional purchase at 25% (for plant mix surfacing) and 50% (Base and surfacing) of contract price, plus haul. Policy is to purchase only where can be economically utilized.
Washington	No (Specify purchase of underrun only if non-commercial source)	May 15, 1969 Administrative Guideline. Policy applies to underruns only.

JAB:fw
3-13-70

RECEIVED
FEB 4 - 1970
FOR FILING

FLH-3(19)
7226

February 4, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 12, 1969, on Contract No. 7226. The contract was with Babler Brothers, Inc., and was for grading and paving on the Blue Mountain Pass-Jackson Creek Section of the I.O.N. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 4, 1970, and that you concur in this procedure at the Commission meeting on March 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb fn

RECEIVED
FEB 5 - 1970
FOR FILING

FLH - 3(19)

7226

February 4, 1970

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

Contract No. 7226 awarded to Babler Bros., Inc., for grading and paving on the Blue Mountain Pass-Jackson Creek Section of the I.O.N. Highway in Malheur County was completed on November 12, 1969, and accepted by the Highway Commission on February 4, 1970.

Final payment in the amount of $24,620.61 will be released to the contractor after February 11, 1970. The total contract amount is $828,573.69 including $7,886.53 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
E. S. Coulter

NOTED ON CARD
2-4-70
oR

FLH-3(19)
7226

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Blue Mountain Pass-Jackson Creek

WEEK ENDING: Dec. 20, 1969

SECTION PREFIX: 123-1019

HIGHWAY: I. O. N.

COUNTY: Malheur

NAME OF JOB: Blue Mtn. Pass-Jackson Creek

KIND OF WORK: Grading and Paving

CONTRACTOR: Babler Bros. Inc.

CONTRACT NUMBER: 7226

FEDERAL AID PROJECT NUMBER: FLH-3(19)

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: May 20, 1969

ESTIMATED COMPLETION DATE: Nov. 12, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 170

CALENDAR DAYS USED: 174

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $ 940,473.18

EXCLUSIVE OF ENGINEERING: $ 865,898.21

ENGINEERING AUTHORIZATION: $ 74,574.97

This week: 1,000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 838,820.33

ENGINEERING COST TO DATE: $ 81,400.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 109 %

DATE PROJECT WAS COMPLETED: 11/12/69

Semi final submitted to Div. Office 12/18/69.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.4	11.4			11.4
MILES PARTIALLY COMPLETED	11.4	11.4			11.4
MILES COMPLETED	11.4	11.4			11.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	88,300 cy	104,150 ton			50,300 ton
TOTAL QUANTITIES CORRECTED TO DATE	85,308 cy	105,659 ton			50,638 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	85,308 cy	105,659 ton			50,638 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
R. D. CHURCH

Routing
Morgan
Decker
Long
Walker
Boehme
Johnsen
[illegible]
Swan
Glenn
[illegible]
Gallagher
Stein

RECEIVED
DEC 22 1969
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor- contract complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final data submitted to Division office Thursday of this week.

This will be final weekly report submitted for this project.

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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DEC 31 1969
FOR FILING

FLH-3(19)
-7226

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 19, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7226
Prefix 123-1019
FAP FLH-3(19)

12-30-69
REFERRED TO
Morgan-Young
By Asst. State Hwy. Engr.

Dear Sir:

All work under Contract No. 7226, Blue Mountain Pass-Jackson Creek Section of the I.O.N. Highway in Malheur County, was completed on November 12, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
DEC 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 12-11-69

Conditions noted on above date:

Have to get letter from BLM stating
seeding is OK with them.

for R. E. Simpson
Division Engineer

VG:fw
cc: Forrest Cooper
F. D. Morgan

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OCT 21 1969
FOR FILING

E44-3(17)

7226

October 20, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7226, the Blue Mountain Pass-Jackson Creek grading and paving project on the I.O.N. Highway in Malheur County, is anticipated. Babler Bros., Inc., of Portland is the contractor. This is a Federal Lands Highway project for which the original authorization was $892,396.58. The present anticipated cost is $940,473.18, indicating an overrun of $48,076.60 or 5.39 percent.

The major reason for this overrun is additional asphalt in the mix design for Plant Mix Bituminous Base and Class "B" Asphalt Concrete over and above that which had been estimated when the project was designed. This is due to the physical characteristics of the aggregate used which cannot be determined until actual samples are available for testing. The additional asphalt in these two items alone totals $41,000. An additional overrun of $9,000 was occasioned by the widening done to utilize excess excavation which required additional culvert pipe in the widened fills.

This request for additional authorization will be presented to you for your consideration at the November 18 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. H. Young
H. S. Coulter
F. D. Morgan

JAB/DES:fw sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 16, 1969

SUBJECT: Overrun of Project Authorization
Blue Mountain Pass-Jackson Creek Section
I.O.N. Highway
Contract No. 7226

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project, for grading and paving, is under contract to Babler Bros., Inc. of Portland. The original project authorization was $892,396.58. The present anticipated cost is $940,473.18, indicating an overrun of $48,076.60 or 5.39 percent.

The major reason for this overrun is additional asphalt in the mix design for Plant Mix Bituminous Base and Class "B" Asphalt Concrete over and above that which had been anticipated when the project was designed. The additional asphalt in these two items alone totals $41,000. An additional overrun of $9,000 was occasioned by the widening done to utilize excess excavation which required additional culvert pipe in the widened fills.

It is recommended that the project authorization be increased by $48,076.60. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

DES:fw
Enc.
cc V. L. Gallagher

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OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1969

FORM E-30-X (12-67)
FOR FILING
FLH-3(19)
7226

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1969

To: MEMO TO THE FILES

SUBJECT: Inspection in Depth
Paving Project
Blue Mtn. Pass-Jackson Creek Section
I.O.N. Highway
Contract No. 7226

This inspection was held October 15, 1969 with the following personnel in attendance:

Lyle Renz	Bureau of Public Roads
Glenn Hossner	Bureau of Public Roads
Richard A. Nichols	Bureau of Public Roads
H. S. Coulter	Division Engineer, OSHD
Alfred Shirley	Ass't. Division Engineer, OSHD
P. F. Burnett	Resident Engineer, OSHD
Paul Burns	OSHD
Bob Rennells	OSHD
John Walker	Field Construction Engineer, OSHD

An inspection of the asphalt plant, the paving work done to date and the job laboratory was made and discussed at the job site. Later, inspection of the office records was made at the Resident Engineer's office. The inspection indicated that the records and control were very good. No problem areas were uncovered.

I was especially pleased with completeness of the laboratory [redacted] records and the apparent knowledge of the operation along with the manner in which Paul Burns, Plant Inspector, conducted himself during the inspection. Bob Rennells, Division Asphalt Inspector, also should be commended for his instructional work, the manner in which he is performing his duties regarding asphalt plant control.

John H. Walker
Field Construction Engineer

RECEIV
OCT 17 196
OFFICE OF
STATE HIGHWAY EN

JHW:fw
cc: F. B. Klaboe
H. S. Coulter
P. F. Burnett
Bob Rennells
Paul Burns

Form E-372 (Rev. 10-66)

FLH-3(17)
7226

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Blue Mountain Pass-Jackson Creek
Date September 29, 1969
Highway I. C. N.
Contract No. 7226
County Malheur
Kind of Work Grading and Paving
Contractor Babler Bros. Inc.

	Authorized	Estimated
Contract Amount	$776,752.50	$813,921.50
Anticipated Items	9,500.00	14,689.23
Contingency (4½%)	35,381.36	37,287.48
Engineering	70,762.72	74,574.97
Credits		
PROJECT COST	$892,396.58	940,473.18

NET INCREASE $ 48,076.60 or 5.39%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(C) Item #6: Trench Excavation		$ 1,000.00	+ 500.00
(C) Item #7: Watering		9,000.00	+ 4,680.00
(C) Item #9: Plant Mix Stone Base		155,875.00	- 7,955.00
(C) Item #11 Asphalt in Bituminous Base Mixture		48,600.00	+ 15,000.00
(C) Item #12 3/4-0 Aggregate in Prime Coat	Deleted by PA	00	- 2,990.00
(C) Item #13 MC-250 Asphalt in Prime Coat		00	- 7,200.00
(C) Item #16 Asphalt Cement in Mixture		136,800.00	+ 26,000.00
(C) Item #17, 18, and 19 Culvert Pipe		15,904.00	+ 9,134.00
(A) EWO #1 Flagging		7,000.00	+ 4,500.00
(A) SWO #1 Striping		1,686.23	+ 689.23
Net Change			+ 42,358.23

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 11-18-69

Principal Reasons (Continue on reverse side). Asphalt content in mix design on both PMBB and Class B A.C. higher than anticipated design content. PMBB 6.5%. Class B A.C. 7.2% base and 6.1% top. Culvert pipes lengthened to use up excess excavation. Water needed to obtain proper compaction(Plan percentages of asphalt were 4.5% for PMBB and 5.6% for Class "B" A.C.).

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by P. F. Burnett P. F. Burnett, Resident Engineer

Noted by for Construction or Bridge Engineer

Confirmed by C. O. Fredrickson, Asst. Division Engineer

Noted by F. B. Klaboe, Assistant ~~Deputy~~ or State Highway Engineer

SP*23780-734

FLH-3(17)

RECEIVED
OCT 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7-2

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

G1-1

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6/1/69
Contingent upon modification of project agreement if additional funds are required
BY C.W. Brown
TITLE Div. [illegible]
DATE 22 OCT 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name Blue Mountain Pass-Jackson Creek ✓
Date September 2[illegible], 1969
Highway I. O. N. ✓
Contract No. 7226
County Malheur ✓
Prefix 123-1019 ✓
Contractor Babler Bros. Inc. ✓
F. A. Project No. FLH-3(19) ✓
Address 4617 SE Milwaukie Ave. Portland, Ore. 97202
Order No. One (Supplemental) #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout limits of project.

Estimate of quantities and cost:

	Original order	$2,500.00 ✓
	This supplemental order	4,500.00 ✓
New total	Flagging- State Share	$7,000.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work an anticipated extra item. $2,500.00 set up in project authorization to cover cost of this work. This is an supplemental order to cover cost of anticipated over run of original order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$892,396.58	✓
Present estimate of project cost, including $4,500.00 for work under this order	$892,396.58	
Expected under-run over-run amount	$ 00	
Expected under-run over-run per cent	00	

Submitted by: [illegible] Resident Engineer

Approval Recommended: [illegible] Construction Engineer ~~Bridge Engineer~~

Approval Recommended: [illegible] Di[illegible]

Approved: [illegible]

10-27-69

RECEIVED
JUL 25 1969
Region 8
FO:, , Wash DC

FLH-3(19)

7-17-69

7-22-69

NOTED R. L. PORTER

FORM PR-33A
(REV. 3-66)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check Appropriate box) ☐ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF INSPECTION 7-17-69	INSPECTION MADE BY R. A. Nichols, AFea Engineer		PROJECT NO. FLH 3(19)

IN COMPANY WITH Alfred Shirley, Jr., Asst Div Engineer, OSHD; PFBurnett, Resident Engr.
Fred Morice, Trainee, BPR

LOCATION The project is located on the ION Highway (US 95). The project begins at Sta 845 about 16 miles northerly of McDermitt, Nevada. From there it proceeds northerly about 11.4 miles to Sta 1445+00 which is about 4.2 miles northerly of the Blue Mt. Pass Summit.

CONTRACTOR NAME AND ADDRESS
Babler Bros., Inc., Portland, Oregon

AWARD DATE 4-22-69	CONTRACT AMOUNT 776,752.50	CONTRACT TIME 170 calendar work days	TIME STARTED 5-23-69	WORK STARTED 5-20-69
QUALITY OF WORK Satisfactpry	PROGRESS OF WORK Satisfactory	TIME ELAPSED 34 %	WORK COMPLETED 3 %	

ROADBED (Width 32 Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NO.	STRUCTURES OVER 20-FOOT SPAN NET LENGTH (Miles)
Asphaltic concrete	6202	11.364	12½	12	37	———	———	———

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

BLUE MT. PASS - JACKSON CREEK
ION HIGHWAY
Grading and Surfacing

The purpose of this project is to widen the existing highway and to strengthen it by placing an overlay on the existing surface. The project work consists of grading the shoulders, furnishing and placing plant-mixed stone base and plant-mixed bituminous base and surfacing the entire project with asphaltic concrete.

As indicated by the project number this is a Federal Lands Project. The length of the roadway that is bordered by Federal lands is 10.639 miles. Federal participation is limited to the work done within this section. The remaining 0.725 miles is bordered by non-Federal lands and the total cost of reconstructing the roadway in this section will be borne by the State.

The contractor has not started the grading work on this project. Peter Kiewit Co., a subcontractor, started producing asphaltic concrete aggregates, on July 8, 1969, nine days prior to this inspection. During that time he had produced about 2,700 tons of aggregates.

(more)

Memo to Milligan 8-22-69

REPLACES PR-33A(1) REV. 8-64, WHICH WILL NOT BE USED

The project records indicated that the material accepted reasonably met specification requirements. According to the test records and the resident engineer's statements both the production rate and the gradation of materials produced was quite erratic. According to the resident engineer the crushing subcontractor had spent considerable time changing screens and adjusting his plant to get specification material.

The following change orders have been issued and approved:

EWO #1 Covering the State's share of flagging cost. Estimated cost $2,500.

SFO #1 This order covers the cost of painting traffic lines by the State Forces. Estimated cost $1,689.

PA #1 This order covers the deletion of the prime coat on the new grading. Estimated savings to the project $10,190.

RECEIVED
AUG 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-8-3	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Malheur
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 5-26-69	PROJECT NO. FLH-3(19)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Blue Mountain Pass - Jackson Creek Section of the I.O.N. Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-26-69	11.364
OTHER (Specify)		

FUNDS

I.O Rate 100% to P.A. Amt.

ESTIMATED TOTAL COST OF PROJECT $ 801,733	FEDERAL FUNDS $ 500,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer MAY 2 6 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. FLH-3(19)

BLUE MOUNTAIN PASS-JACKSON CREEK SECTION

OF THE I.O.N. HIGHWAY IN MALHEUR COUNTY

Project agreement estimate

Salem, Oregon, May 15, 1969

Type Code 6202

Roadway (Sta. 845+00 to Sta. 1011+97)(Sta. 1050+24 to Sta. 1445+00)(Contract No. 7226)

Furnishing Field Laboratory Building	1	only (94%)	$1,500.00	$ 1,410.00
Temporary Protection and Direction of Traffic	All	Req. (94%)		2,350.00
Clearing and Grubbing	All	Req. (94%)		28,200.00
General Excavation, Unclassified	83,500	cu.yd.	0.60	50,100.00
Finishing Roadbed and Slopes	All	Req. (94%)		3,290.00
Trench Excavation	96	cu.yd.	5.00	480.00
Watering	670	M-gal.	6.00	4,020.00
3/4" - 0 Material in Base	8,650	ton	2.25	19,462.50
Plant-Mix Stone Base	71,230	ton	2.15	153,144.50
Bituminous Base Mixture	17,440	ton	4.80	83,712.00
Asphalt in Bituminous Base Mixture	780	ton	40.00	31,200.00
3/4" - 0 Aggregate in Prime Coat	610	cu.yd.	4.60	2,806.00
MC-250 Asphalt in Prime Coat	112	ton	60.00	6,720.00
Asphalt in Tack Coat	22	ton	60.00	1,320.00
Class "B" Asphalt Concrete Mixture	46,930	ton	4.80	225,264.00
Asphalt Cement in Mixture	2,590	ton	40.00	103,600.00
18-inch Culvert Pipe	675	lin.ft.	6.00	4,050.00
24-inch Culvert Pipe	210	lin.ft.	9.00	1,890.00
36-inch Culvert Pipe	34	lin.ft.	20.00	680.00
Extra for A.C. Concrete Approaches	5	only	50.00	250.00
Guide Posts, W-1	300	only	8.00	2,400.00
				$726,349.00
Flagging (60% of Contractor's Cost)				2,500.00
		Subtotal		$728,849.00
		10% Engr. & Cont.		72,884.00
		Total		$801,733.00

Length of Federal Land Section - - -	10.639	Miles
Length of State Land Section - - - -	0.725	Mile
	11.364	Miles
Cost of Roadway Per Mile (Federal Land only) - - - - - - - - - - - -	$75,357.93	

Federal Funds -		$500,000.00
State Funds -		301,733.00
	Total	$801,733.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BLUE MOUNTAIN PASS–JACKSON CREEK SECTION

STATE WORK

Roadway (Sta. 1011+97 to Sta. 1050+24)

Furnishing Field Laboratory Building	1	only (6%)	$1,500.00	$ 90.00
Temporary Protection and Direction of Traffic	All	Req. (6%)		150.00
Clearing and Grubbing	All	Req. (6%)		1,800.00
General Excavation, Unclassified	4,800	cu.yd.	0.60	2,880.00
Finishing Roadbed and Slopes	All	Req. (6%)		210.00
Trench Excavation	4	cu.yd.	5.00	20.00
Watering	50	M-gal.	6.00	300.00
3/4" - 0 Material in Base	600	ton	2.25	1,350.00
Plant-Mix Stone Base	4,970	ton	2.15	10,685.50
Bituminous Base Mixture	1,260	ton	4.80	6,048.00
Asphalt in Bituminous Base Mixture	60	ton	40.00	2,400.00
3/4" - 0 Aggregate in Prime Coat	40	cu.yd.	4.60	184.00
MC-250 Asphalt in Prime Coat	8	ton	60.00	480.00
Asphalt in Tack Coat	2	ton	60.00	120.00
Class "B" Asphalt Concrete Mixture	3,370	ton	4.80	16,176.00
Asphalt Cement in Mixture	180	ton	40.00	7,200.00
18-inch Culvert Pipe	25	lin.ft.	6.00	150.00
Guide Posts, W-1	20	only	8.00	160.00
				$50,403.50
Striping	All	Req.		1,000.00
Roadside Seeding	All	Req.		6,000.00
				$57,403.50

6

G-1- 93%
G-9- 7%

Oregon State Highway Department

Federal-Aid
Project No. FLH-3(19)

BLUE MOUNTAIN PASS - JACKSON CREEK SECTION
THE I.O.N. HIGHWAY IN MALHEUR COUNTY

Project agreement estimate. Salem, Oregon ,1969

Type Code 6202

Roadway (Sta. 845+00 to Sta 1011+97) (Sta 1050+24 to Sta 1445+00) (Contract No. 7226)

Furnishing Field Laboratory Building	1 only (94%)	1,500.00	# 1,410.00
Temporary Protection and Direction of Traffic	All required (94%)		2,350.00
Clearing and Grubbing	" " (94%)		28,200.00
General Excavation, Unclassified	83,500 cu.yd.	0.60	50,100.00
Finishing Roadbed and Slopes	All required (94%)		3,290.00
Trench Excavation	96 cu. yd.	5.00	480.00
Watering	670 M-gal.	6.00	4,020.00
3/4"-0 Material in Base	8,650 ton	2.25	19,462.50
Plant-Mix Stone Base	71,230 ton	2.15	153,144.50
Bituminous Base Mixture	17,440 ton	4.80	83,712.00
Asphalt in Bituminous Base Mixture	780 ton	40.00	31,200.00
3/4"-0 Aggregate in Prime Coat	610 cu. yd.	4.60	2,806.00
MC-250 Asphalt in Prime Coat	112 ton	60.00	6,720.00
Asphalt in Tack Coat	22 ton	60.00	1,320.00
Class 'B' Asphalt Concrete Mixture	46,930 ton	4.80	225,264.00
Asphalt Cement in Mixture	2,590 ton	40.00	103,600.00
18-inch Culvert Pipe	675 lin. ft.	6.00	4,050.00

24-inch Culvert Pipe	210 lin. ft.	9.00	1,890.00
36- " " "	34 " "	20.00	680.00
Extra for A.C. Concrete Approaches	5 only	50.00	250.00
Guide Posts, W-1	300 only	8.00	2,400.00
			$726,349.00
Flagging (60% of Contractor's Cost)			$2,500.00
Subtotal			$728,849.00
10% Engr. & Cont.			72,884.00
Total			$801,733.00

Length of Federal Land section .... 10.639 miles
" " State " " .... 0.725 mile
11.364 miles

Cost of Roadway per mile (Federal Land only) $ 75,357.93

Federal Funds	$ 500,000.00
State Funds	301,733.00
Total	$ 801,733.00

Description	Total Cost	Federal Fund	State Fund
Roadway	$ 808,585.00	$ 500,000.00	$ 308,585.00
Retained in Program	7,700.00		7,700.00
	$ 816,285.00	$ 500,000.00	$ 316,285.00

State Funds for Const: Chap 175, laws 1917; Chap. 31, laws 1920;
Chap 529, laws 1939.

State Funds for Maint: Chap 529, laws 1939.

NEW SHEET

BLUE MOUNTAIN PASS - JACKSON CREEK SECTION

STATE WORK

Roadway (Sta 1011+97 to Sta 1050+24)

Furnishing Field Laboratory Building	1 only (6%)	1,500.00	$ 90.00
Temporary Protection and Direction of Traffic	All required (6%)		150.00
Clearing and Grubbing	" " (6%)		1,800.00
General Excavation, Unclassified	4,800 cu. yd.	0.60	2,880.00
Finishing Roadbed and Slopes	All required (6%)		210.00
Trench Excavation	4 cu. yd.	5.00	20.00
Watering	50 M-gal.	6.00	300.00
3/4"-0 Material in Base	600 ton	2.25	1,350.00
Plant-Mix Stone Base	4,970 ton	2.15	10,685.50
Bituminous Base Mixture	1,260 ton	4.80	6,048.00
Asphalt in Bituminous Base Mixture	60 ton	40.00	2,400.00
3/4"-0 Aggregate in Prime Coat	40 cu. yd.	4.60	184.00
MC-250 Asphalt in Prime Coat	8 ton	60.00	480.00
Asphalt in Tack Coat	2 ton	60.00	120.00
Class 'B' Asphalt Concrete Mixture	3,370 ton	4.80	16,176.00
Asphalt Cement in Mixture	180 ton	40.00	7,200.00
18-inch Culvert Pipe	25 lin. ft.	6.00	150.00
Guide Posts, W-1	20 only	8.00	160.00
			$ 50,403.50
Striping	All Required		$ 1,000.00
Roadside Seeding	" "		6,000.00
			$ 57,403.50

C

RECEIVED
MAY 22 1969

FOR FILING

FLH-3(19)
7226

May 21, 1969

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7226 for grading and paving on the Blue Mountain Pass-Jackson Creek Section of I.O.N. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr
Enclosure

cc: The Travelers Indemnity Company
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. F. Parson
P. F. Burnett

RECEIVED
MAY 13 1969
FOR FILING

ELH-3(19)

7226

May 12, 1969

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7226 for $776,752.50 awarded to you by the State Highway Commission on April 22, 1969. This contract is for grading and paving on the Blue Mountain Pass-Jackson Creek Section of the I.O.N. Highway in Malheur County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Encl.
cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
A. F. Parson
P. F. Burnett

RECEIVED
MAY 1 - 1969

~~[illegible]~~

Thaddeus Bruno, Member
Portland

FLH-3(19)
7226

April 30, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of April 21, 1969, is requested in the award of contract for the Blue Mtn. Pass-Jackson Creek Section, Project No. FLH-3(19).

The contractor receiving the award is Babler Bros. Inc., in the amount of $776,752.50, with Contract No. 7226 assigned. This bid was received on April 17, 1969 and awarded on April 22, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Bureau of Public Roads Endorsement
Date________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

[illegible]
APR 15 1969
FOR FIL[illegible]
ELH-3/19
72[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1969

SUBJECT: Blue Mountain Pass-
Jackson Creek Section
I. O. N. Highway

(Scotts Butte-McDermitt)

R/W Files 1807 & 1808

To: D. J. Barbee
Design Engineer
Design Division
BUILDING

Attention: Floyd O. Scott
Right of Way Description Engineer

The Bureau of Land Management has sent pre-construction permits for widening of a portion of the I. O. N. Highway in Malheur County as requested in Mr. Klaboe's letter to the Bureau March 28, 1969.

Will you please have the application map made so that we may send an application and proceed to acquire the right of way in the usual manner. See Item 3 of the permits.

For your information copies of the pre-construction permits and Mr. Klaboe's letter are attached.

F.B.K.

EARL F. SALING
Right of Way Office Manager

MC/jg
Attachments

cc: F. B. Klaboe (copy of permits)
L. H. Young " " "
A. F. Parson " " "

RECEIVED
APR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

IN REPLY REFER TO:
The Dalles 028580
(2234)
100.5a

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
729 N. E. Oregon Street (P. O. Box 2965)
Portland, Oregon 97208

Your reference:
File No. 1807, Blue Mtn.
Pass - Jackson Creek
Section, I.O.N. Highway

APR 8 1969

State of Oregon
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Earl F. Saling
Right-of-Way Office Manager

Gentlemen:

This refers to your amended right-of-way application and request for permission pursuant to 43 CFR 2234.1-3(b) to use and occupy lands within 65 feet of the center line of a portion of the existing highway right-of-way, The Dalles 028580. The lands affected extend from Lot 4 of Section 4 to the NW¼SE¼ of Section 34, T. 38 S., R. 42 E., W.M., Malheur County, Oregon.

Permission is hereby granted to proceed at your own risk subject to existing valid rights, and to the conditions specified below. This grant of advance permission is not a commitment that your application for right-of-way will be approved. If it is approved, the right is reserved to impose any requirements within the scope of applicable laws and regulations as conditions precedent to the approval of the right-of-way. The permission hereby granted is revocable at will and is subject to all requirements of 43 CFR 2234, Circular 2161, and is subject further to the following conditions:

1. All provisions of Title VI of the Civil Rights Act of 1964 (P.L. 88-352) in accordance with Form OLO-1814-2, attached to and made a part hereof.

2. All provisions of the Equal Opportunity Clause, Form 1510-11, attached to and made a part hereof.

3. You must file your formal amended right-of-way application and maps of definite location in this office within 90 days from the date of this letter.

Sincerely yours,

Virgil O Seiser

Virgil O. Seiser
Chief, Branch of Lands

Enclosures:
Form 1510-11
Form OLO-1814-2

cc: Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

The Dalles 028580

Form 1510-11
(November 1965)
(formerly 4-1634)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

EQUAL OPPORTUNITY CLAUSE

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies involved as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* That in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

GPO 853-917

OLO-1814-2
Rev. Feb. 1968

Serial # The Dalles 028580

EXHIBIT "B"

STIPULATION UNDER TITLE VI, CIVIL RIGHTS ACT OF 1964 (78 STAT. 241)

Attached to and made a part of Decision dated ______________________, granting a right-of-way, or advance permission to use and occupy certain property of the United States.

(1) The grantee (permittee) covenants and agrees that it will comply with all provisions of Title VI of the Civil Rights Act of 1964, and that for the period during which the property conveyed or made available by the attached instrument is used for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, it will not engage in any discriminatory actions prohibited by 43 CFR 17.3, to the end that no person in the United States shall, on grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under the program for which the grantee (permittee) received Federal financial assistance by said grant or permit. This assurance shall obligate the grantee (permittee), or in the case of transfer of the property granted or made available therein, any transferee, for the period of said grant or permit.

(2) The grantee (permittee) further agrees that it will not transfer any rights or interests in the property conveyed or made available by the attached instrument for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, unless and until the transferee gives similar written assurance to the authorized officer of the Bureau of Land Management that it will comply with the provisions of paragraph (1) hereof.

(3) The grantee (permittee) agrees that the right is reserved to the Department of the Interior to declare the terms of said grant or permit terminated in whole or in part and to revest in the United States title to the property conveyed or made available therein, in the event of a breach of the nondiscrimination provisions contained in paragraph (1) hereof at any time during the term of said right-of-way or permit.

(4) The grantee (permittee) agrees that as long as the property conveyed or made available by the attached Decision is used for the purpose(s) designated therein, or for another purpose involving the same or similar services or benefits, the obligation to comply with the provisions of Title VI of the Civil Rights Act of 1964 shall constitute a covenant running with the land for the term of said grant or permit.

(5) The grantee (permittee) agrees that in the event of violation or failure to comply with the requirements imposed by paragraph (1), the United States may seek judicial enforcement of such requirements.

(6) The assurances and covenant required by secs. 1-5 above shall not apply to ultimate beneficiaries under the program for which said grant is made or permit issued. "Ultimate beneficiaries" are identified in 43 CFR 17.12(h) (1965 edition).

(7) Grantee (permittee) agrees that it will, upon request of the Secretary of the Interior or his delegate, post and maintain on the property conveyed or made available by the attached Decision signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

Distribution:
Attach one each to original and duplicate original.

RECEIVED
APR 16 1969
FOR FILING

1859

FLH-3(19)

7226

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

April 9, 1969

Routing
Darbee
Hall
A. Olson
Semple
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR 10 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have recently reviewed the preliminary plans for a number of projects which were covered by transmittal letters from you, dated March 24 and March 28, 1969.

An inspection of these plans indicate that there will be no conflict with wildlife resources as a result of construction of projects in the following listing, which are all approved.

1. Blue Mountain Pass-Jackson Creek Section, I.O.N. Highway, Malheur County
2. Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County
3. Rufus-Quinton Section, Columbia River Highway, Sherman and Gilliam Counties
4. Hilgard-Oro Dell Section, Old Oregon Trail Highway, Union County
5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County
8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

9. Del Rey Beach Section Access Road, Clatsop County

10. Bethel Creek Bridge, Oregon Coast Highway, Coos County

11. Butte Creek Bridge, Oregon Coast Highway, Coos County

On the bridge projects, we assume that water quality will be protected by silt and pollution precautions as has been practiced heretofore. Temporary crossings should not give any trouble if installed during low-water periods.

We appreciate the opportunity to comments on these projects.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

cc's sent 4-10-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien
R.D. Asburry
C.T. Keasey
Putnam, J.F.
A.F. Parson

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1969

FLH-3(19)
4226

477 Cottage Street NE.
Salem, Oregon 97301

April 2, 1969

08-35.1

Mr. Maxwell T. Lieurance
District Manager
Bureau of Land Management
Vale, Oregon 97918

Dear Mr. Lieurance:

Subject: Oregon FLH Project 3(19)
Blue Mountain Pass - Jackson Creek Section
ION Highway

The stipulations as contained in your April 1 letter have been discussed with the State Highway Department (as I conveyed to Mr. Shields on March 28), and are acceptable.

The additional work will be completed as an "Extra" to the contract when climatic conditions are favorable.

For your information, the subject project was advertised on March 26 and bids will be opened on April 17.

Your cooperation in assisting in getting this project underway is appreciated.

Sincerely yours,
Original signed by
R. E. Simpson
Division Engineer

R. E. Simpson
Division Engineer

NOTED
F. B. KLABOE

cc w/cy BLM 4-1-69 ltr:
OSHD (Klaboe)
Brooks, Dist Engr

Simpson:nlg

RECEIVED
APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

4-4-69

Young - Barber - Morgan & Bleam take necessary action

MARCH 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Vale, Oregon

IN REPLY REFER TO:
2234

ct	inf		
	✓	Div Eng	
	✓	Eng Coord	
	✓	Dist A	
		Dist B	
		Bridge	
		Planning	
		Rt of Way	
		Admin Mgr	
c	✓	43	
		File	

APR 1 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

This is to confirm our telephone communication of March 27-28, 1969.

We concur with your plans to widen, resurface and otherwise improve Highway 95 in the area south of Blue Mtn. Pass south to about 16 miles north of the Nevada state line.

In the interests of the BLM management program in this area, we have the following stipulations:

1. Borrow areas and material source sites will be located out of view of the passing public.
2. The borrow areas will be smoothed and seeded to crested wheatgrass at a rate of seven pounds per acre.
3. In areas where the soil is disturbed, the right-of-way will be seeded to crested wheatgrass at a rate of seven pounds per acre. Crested wheatgrass will help control an existing serious Halogeton infestation along the highway and will contribute to fire hazard reduction.

You indicated that these terms were acceptable to you and that if the State Highway Department objected to any of the stipulations you would so notify this office. You further indicated that no borrow areas or material source sites were contemplated outside the existing right-of-way except for minor deviations required to balance cuts and fills.

RECEIVED
1969

The concensus of opinion among our field men is that soil moisture conditions at this time are ideal for the road building you propose.

Thank you for your cooperation in this matter. If we can be of further assistance, please contact us again.

Sincerely yours,

Maxwell T. Lieurance

~~Frank C. Shields~~
A~~cting~~ District Manager

RECEIVED
MAR 2[illegible] 1969
FOR FILING

FLH-3(17)

4336

March 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

We recently submitted to you program and P. S. & E. documents covering the Blue Mtn. Pass-Jackson Creek Section of the I. O. N. Highway in Malheur County.

It has subsequently developed, due to a misunderstanding, that the design was submitted with 4-foot shoulders when 6-foot shoulders were indicated by AASHO standards. If one considers this a 70-mph design highway, lane width would be 12 feet. However, there are elements (2 vertical curves) that tend to reduce this design speed to about 60 mph, which in turn would require only 11-foot lanes. This would make our proposal only 2 feet narrow. Furthermore, the design standard used on many miles of this highway over the past few years has been a 32-foot top paved width. In addition, the accident rate for this section is 1.08 accidents/million vehicle miles. The state average for this type highway is 5.66 accidents per million vehicle miles.

Therefore, please approve this slight deviation. We will incorporate safe standards as follows: (1) use of 4:1 rock slopes or better, (2) use of 4:1 or better fore slopes going into ditch, (3) use of 2:1 to 6:1 fill slopes, (4) use of 2:1 to a 4:1 back slope, and (5) flatten slopes so as to utilize all the excess material that would occur on the project.

We are submitting herewith a PR-1 form which will combine the FLH portion and the state portion into one project for ease of administration.

The typical section on the plans indicates the changes as given above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. L. Porter
F. B. Klaboe
D. J. Barbee
F. D. Morgan
R. N. Chase

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID P

(PPM 2

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 95 16 mi. N. of Nevada Line N. 11.4 mi. 21 65	**ADT**	PRESENT 550	FUTURE 880 (66) (70)	YEAR 89 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, Drain, H. T. Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Federal Lands Highway	COUNTY NAME Mal	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL - AI 23 -018

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	 TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 95 16 miles N. of Nevada State Line N. 11.4 miles. (Blue Mtn. Pass - Jackson Cr. Section)			
5					**ROW**					
5					**CONST** (CODE)			11.36	900,000	500,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	11.36	900,000	500,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

mi. 65	**ADT**	PRESENT 550	FUTURE 880 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 610 (4) (9)	ITEM NO. 10 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) FLH- 14 23	NUMBER 3(19) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) | DESIG. 27

COUNTY NAME Malheur CODE 045 (14) (16)

ROUTE NO. S FEDERAL-AID 23-018 (32) STATE 456 (36) (37) U.S. 95 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES					
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
						Grade, drain 2 - 12' lanes H. T. pave. with 4' shoulders.
	11.36	900,000	500,000	400,000		ROW - 100' min.; Access Control - partial; Parking Restrictions - none.
CT LS	11.36	900,000	500,000	400,000		
		(16) (23)	(24) (33)			

REMARKS

(over)

BLUE MTN. PASS-JACKSON CREEK SECTION
PROJECT NO. FLH-3(19)

Existing Facility

Two 10-foot lanes of bituminous wearing surface with 2-foot shoulders constructed as a State project.

Adjacent Sections

South End: 24-foot A.C. wearing surface with 4-foot shoulders constructed under State contract in 1965.

North End: 20-foot wearing surface with 2-foot shoulders constructed as a State project. (1954)

Project Data

The proposed project consists of grade and drain two 12-foot lanes of high-type pavement with 4-foot paved shoulders on existing alignment.

Exception to minimum standards: The 4-foot paved shoulders are substandard as 6-foot shoulders are indicated by AASHO standards. The State requests approval of the use of 4-foot paved shoulders based on the fact that Project FLH-3(18) was constructed to the standards proposed for this project, as were State-financed projects during 1964-5-6.

There is one section of State-owned land which will be included in the project and constructed to the same standard with State funds.

Public hearing has been determined not necessary by your letter dated March 3, 1969.

System Action

Airport, Railroad, Water Development - none involved.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the State, but the State Highway Commission, as respects State highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

RECEIVED
MAR 31 1969

FOR FILING

FLH-3 (19)

7226.

March 28, 1969

Mr. Virgil O. Seiser
Chief, Branch of Lands
Bureau of Land Management
Post Office Box 2965
Portland, Oregon 97208

Attention: Mr. Erling A. Olson

Dear Sir:

Re: Blue Mountain Pass-Jackson Creek
Section I.O.N. Highway

We are at the present time contemplating the subject project, in which we wish to incorporate current safety standards. In order to do this, it will be necessary to acquire, or receive your permission for, use of 45 feet of land on each side of the center line as shown on the title sheet for the subject-named section.

The original use of and title to this land was set forth in Serial No. 028590 dated October 17, 1933 (Highway R/W File 1807), and Serial No. 028740 dated February 24, 1934 (Highway R/W File 1808). Enclosed is a title sheet sketch map showing the limits of the project.

Since this job is up for bids April 17, 1969, we shall appreciate your action on this matter as rapidly as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. E. Simpson
Bureau of Public Roads

LHY:ia sr

Enc. Title Sheet 9V-361

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. H. Moehring
L. H. Young
A. F. Parson

RECEIVED
APR 1 - 1969
FOR FILING

FLH-3(19)

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

March 28, 1969

08-35.1

Files

7226

Original signed by
R. E. Simpson
Division Engineer

R. E. Simpson, Division Engineer

FLH Project 3(19)
Blue Mountain Pass - Jackson Creek Section

Early this morning Mr. Simmons of the BLM district office in Vale called at the request of Mr. Shields. He stated that the Bureau of Land Management had no objections to the project, but would require the following, which I presume will be a requirement as a grant for the right of way:

1. If any borrow is obtained outside of the right of way it should be, as much as possible, from a location out of sight.
2. The borrow areas be dressed so they are smooth and seeded.
3. For the control of Halogeton, disturbed areas are to be seeded with crested wheat grass.

I advised him that the above provisions were satisfactory as far as we were concerned, and if they were not acceptable to the State he would be advised.

When I checked the requirements with Mr. Klaboe he indicated that they would meet the demands of BLM as part of the project.

In accordance with the PPM and Mr. Swanson's circular memorandum of March 7, 1969 (Subject: PPM 20-8 Public Hearings and Location Approval), a hearing is not considered necessary on this project.

cc:
OSHD (Klaboe)
Brooks

Simpson:nlg

NOTED
F. B. KLABOE

3-31-69

Barbee Young

RECEIVED
APR 1 - 1969

FOR FILING

FLH-3(19)
Files
7226

Original signed by
R. E. Simpson
Division Engineer

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

March 27, 1969

08-35.1

R. E. Simpson, Division Engineer

FLH Project 3(19)
Blue Mountain Pass - Jackson Creek Section

The project, as initially designed, did not require additional right of way, and consequently was exempt from the provisions of PPM 20-8.

After review by this office, it was considered desirable in the interests of safety to flatten the slopes; consequently, in limited areas small amounts of right of way are required. Being a Federal lands project, only Federal agencies are concerned.

To ensure coordination with all interests I called the Acting District Manager of the Vale District of the Bureau of Land Management, to determine if the BLM had any comments which they would present if a public hearing were held. Mr. Shields advised that as far as he knew they had none - except to ensure that fences as now constructed would remain in tact.

I assured Mr. Shields that this could be accomplished, if necessary, with a temporary fence, but that as I understood the design for the project, no fences are to be moved. He will check with his representatives in the field and call this office on March 28.

cc:
OSHD (Klaboe)
Brooks

Simpson:nig

3-31-69

Barbo - Young
BY ASST. STATE HWY. ENGR

NOTED
F. B. KLABOE

RECEIVED
APR 8 - 1969

U. S. BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:

SECTION: BLUE MOUNTAIN PASS - JACKSON CREEK

WORK : PAVING

COUNTY : MALHEUR

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

FLH-3(19)
72-6

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
MARCH 26, 1969	MARCH 26, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING AS SHOWN IN YOUR ESTIMATE IN AMOUNT OF $2,500.00

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S MARCH 24, 1969 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

4-7-69

Young
BY ASST. STATE HWY. ENGR

RECEIVED
APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE 4-4-69	SIGNATURE OF APPROVING OFFICIAL R. E. SIMPSON	TITLE DIVISION ENGINEER

3-26-69

RECEIVED
APR 2 - 1969
FOR FILE
FLH-3(19)
7226

712.15

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 3/26/69
BY (Signature): Mr. Ellison's March 13, 1969 letter
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Public Lands

STAGE 1 * ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 10 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
10	FLH-3(19)	11.36	$900,000	$500,000	Blue Mtn. Pass- Jackson Cr. Section (US-95)	Grad.-Pave

NOTED
F. B. KLABOE

REMARKS (Division)

The Public Lands funds of $500,000 allocated by our Dec. 20, 1968 memo shall not be exceeded except as provided for in PPM 24-1. Your Design Exception is approved.

4-2-69

Young
By [illegible] ENGR.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3/26/69	R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15366-P66

MONTHLY TRANSACTION NO. 4-20	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL - AID P
(PPM

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEA
CARD 2	(19) (20)	21 US 95 16 mi. N. of Nevada Line N. 11.4 mi. 65	**ADT**	550	880 (66) (70)	8 (71)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
CARD 3	26 Grade, Drain, H.T. Pave. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) A-3 (73)	(74)

CARD	CLASS OF FEDERAL FUNDS Federal Lands Highway	COUNTY NAME Ma
	NAME OF URBAN AREA 17-31	ROUTE NO. S | FEDERAL-AI 23-018

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 95 16 miles N. of Nevada State Line N. 11.4 miles. (Blue Mtn. Pass - Jackson Cr. Section)			
5					**ROW**					
5	30			3	**CONST** (CODE) 3210	3		11.36	900,000	500,000

CARD	CODE	PREPARED BY	PROJECT TOTALS	11.36	900,000	500,000
1	1				(16) (23)	(24)
1	14	PROGRAM APPROVAL DATES				

[illegible]
MAR 26 1989

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

mi. 65	**ADT**	PRESENT 550	FUTURE 880 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 610 (4) (9)

ITEM NO. 10 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-3 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) FLH- 14 23	NUMBER 3(19) 7	SEQ. NO. 13

I. Projects Only: POST MI. (24) (26) DESIG. 27

COUNTY NAME Malheur — CODE 045 (14) (16)

ROUTE NO. S — FEDERAL-AID 23-018 (32) — STATE 456 (36) (37) — U.S. 95 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of						Grade, drain 2 - 12' lanes H.T. pave. with 4' shoulders.
	11.36	900,000	500,000	400,000		ROW - 100' min.; Access Control - partial; Parking Restrictions - none.
CT LS	11.36	900,000	500,000	400,000		
	(16)	(23) (24)	(33)			

REMARKS

(over)

USCOMM DUSCOMM-DC 48905-P61

BLUE MTN. PASS-JACKSON CREEK SECTION
PROJECT NO. FLH-3(19)

Existing Facility

Two 10-foot lanes of bituminous wearing surface with 2-foot shoulders constructed as a State project.

Adjacent Sections

South End: 24-foot A.C. wearing surface with 4-foot shoulders constructed under State contract in 1965.

North End: 20-foot wearing surface with 2-foot shoulders constructed as a State project. (1954)

Project Data

The proposed project consists of grade and drain two 12-foot lanes of high-type pavement with 4-foot paved shoulders on existing alignment.

Exception to minimum standards: The 4-foot paved shoulders are substandard as 6-foot shoulders are indicated by AASHO standards. The State requests approval of the use of 4-foot paved shoulders based on the fact that Project FLH-3(18) was constructed to the standards proposed for this project, as were State-financed projects during 1964-5-6.

There is one section of State-owned land which will be included in the project and constructed to the same standard with State funds.

Public hearing has been determined not necessary by your letter dated March 3, 1969.

System Action

Airport, Railroad, Water Development - none involved.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the State, but the State Highway Commission, as respects State highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

RECEIVED
MAR 19 1969

Thaddeus Bruno, Member
Portland

FLH-3(19)

7226

March 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one FLH Project, Item 9, Project No. FLH-3(19) for the Blue Mtn. Pass-Jackson Creek Section which we desire included in the Federal Lands Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 95 16 Mi. N. of Nevada Line N. 8.2 Mi. 21 65	**ADT**	PRESENT 550	FUTURE 880 (66) (70)	YEAR 89 (71) (72)	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, Drain, H.T. Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

CARD	CLASS OF FEDERAL FUNDS Federal Lands Highway	COUNTY NAME M	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL - AID 23-018

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST B… TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 95 16 miles N. of Nevada State Line N. 8.2 miles. (Blue Mtn. Pass-Jackson Cr. Section)			
5					**ROW**					
5					**CONST** (CODE)			8.2	565,000	500,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	8.2	565,000	500,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
2 Mi. 65	**ADT**	550	880	89	08	Oregon	35	610	10

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
					FLH-	3(19)			

COUNTY NAME	CODE (14) (16)
Malheur	045

ROUTE NO.	FEDERAL - AID (32)	STATE (36)	U.S. (37) (41)
S	23-018	456	95

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of						Grade, drain 2-12' lanes H.T. pave. with 4' shoulders.
	8.2	565,000	500,000	65,000		ROW - 100' min.; Access Control - Partial; Parking Restrictions - None.
	8.2	565,000	500,000	65,000		
		(16) (23)	(24) (33)			

REMARKS

(OVER)

USCOMM DUSCOMM-DC 48905-P61

BLUE MTN. PASS-JACKSON CREEK SECTION

PROJECT NO. FLH-3(19)

Existing Facility

Two 10-foot lanes of bituminous wearing surface with 2-foot shoulders constructed as a State Project.

Adjacent Sections

South End: 20-foot wearing surface with 2-foot shoulders constructed under Project FLH-3(14). (1956)

North End: 20-foot wearing surface with 2-foot shoulders constructed as a State Project. (1954)

Project Data

The proposed project consists of grade and drain two 12-foot lanes of high-type pavement with 4-foot shoulders on existing alignment.

There are two sections of State-owned land which will be included in the project and constructed to the same standard with State funds.

Public hearing has been determined not necessary by your letter dated March 3, 1969.

System Action: Airport, Railroad, Water Development - None involved.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the State, but the State Highway Commission, as respects State highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

Section BLUE MT. - JACKSON CREEK Highway I.O.N. (FAR 513) County MALHEUR Prefix 123-1421

Res. Engr. ________ Approx. Length 8.2 Miles. Sta. 845± to Sta. 1278± Date 3-12-69

Mean Truck A.D.T. 119 Traffic Coefficient 8.2 18 kip s.a. per day 81.8.

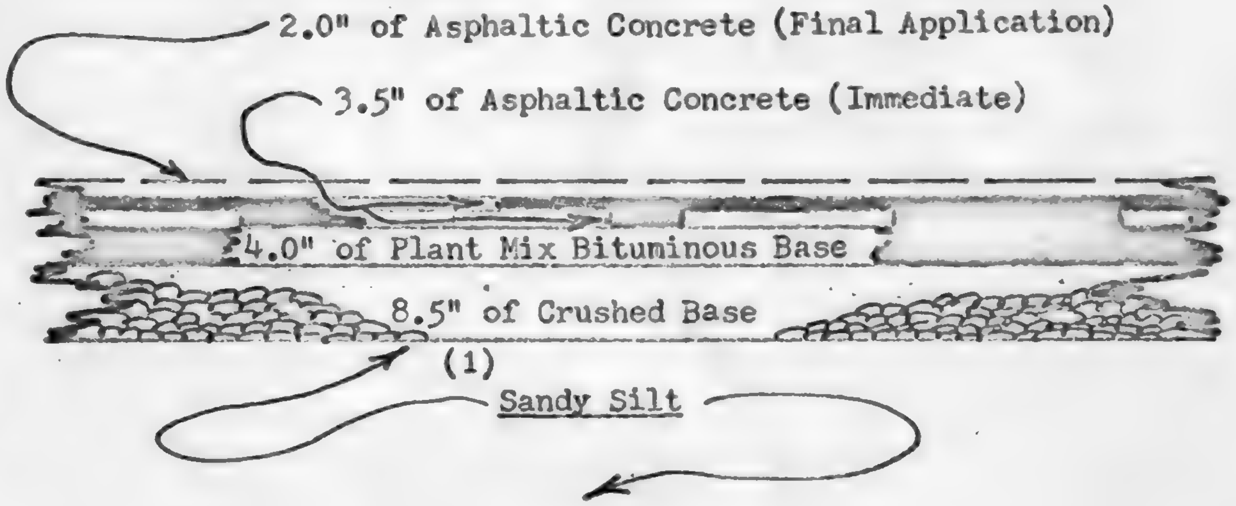
Annual Precipitation 12"± (Rome) Frost Penetration 36"±.

NEW WORK

(1)
Typical Soil

33	LL
6	PI
89	%P 10
60	%P200
11	%Gravel
10	%C Sand
18	%F Sand
41	%Silt
20	%Clay
9	"R" Value

3-12-69


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
4.0" of Plant Mix Bituminous Base
8.5" of Crushed Base
(1)
Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	AC (FA)
	7.0	3.5	AC (I)
	7.0	4.0	PMBB
	8.5	8.5	Cr Base
26.5	26.5	18.0	

AASHO CLASSIFICATION:

A-4 (5)

MATERIAL SOURCES:
To be determined
by the Engineer.

See remarks on Page 3.

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

RECEIVED
APR 1 1969
FLH

FLH-3(1?)
7926

NOTED
F. B. KLABOE

Submitted by E. O. Gregg
for Staff Assistant

Recommended by O. C. White
Engineer of Materials

Recommended by H. L. Decker
asst. Construction Engineer

Approved by F. B. Kl
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of 5 Pages

Section BLUE MT. - JACKSON CREEK Highway I.O.N. (FAR 513) County MALHEUR Prefix 123-1421

Res. Engr. ______ Approx. Length 8.2 Miles. Sta. 845± to Sta. 1278± Date 3-12-69

Mean Truck A.D.T. 119 Traffic Coefficient 8.2 18 kip s.a. per day 81.8.

Annual Precipitation 12"± (Rome) Frost Penetration 36"±.

(1) Typical Soil

S E E P A G E 1

LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value

AASHO CLASSIFICATION:

See Page 1

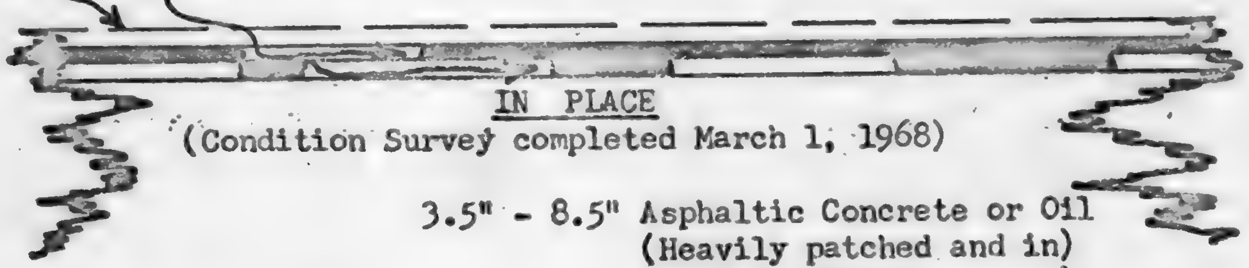
MATERIAL SOURCES:

See Page 1

EXISTING ROADWAY
(Where Utilized)
20'±

2.0" of Asphaltic Concrete (Final Application)

3.5" of Asphaltic Concrete (Immediate)



IN PLACE
(Condition Survey completed March 1, 1968)

3.5" - 8.5" Asphaltic Concrete or Oil
(Heavily patched and in)
(poor condition)

(1)
Sandy Silt

See remarks on Page 3.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	AC (FA)
	7.0	3.5	AC (I)
	IN PLACE	Average	
	9.0	6.0	AC or Oil
26.5	20.0	11.5	

SECTION: BLUE MT. - JACKSON CREEK

HIGHWAY: I. O. N.

COUNTY: MALHEUR

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0"	---	11.5"	---	24.0"	18.0"
6.0 - 7.0	3.0"	---	2.0"	13.0"	---	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	14.0"	---	17.5"	*18.0"
Cars Only	2.0"	---	2.0"	14.0"	---	13.0"	*18.0"

* Increased to equal approximately ½ depth of frost penetration.

Remarks:

Several surfacing thickness sections were provided the Design Division for an economic analysis, and the section selected is the result of that study.

Overlay depth selected to permit an extra two miles of construction. Need for maintenance from under-design is recognized.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

"NEW WORK"

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = -- " Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

Credits for Existing Materials

1.0" of Asphaltic Concrete or Oil = 1.5" Crushed Base

TRAFFIC ANALYSIS

SECTION: BLUE MT. - JACKSON CREEK

HIGHWAY: I. O. N.

COUNTY: MALHEUR

550 Present ADT (1969)

16.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	20	1.6	32	26	450	11,700
3	8	1.6	13	11	1000	11,000
4	8	1.6	13	11	1250	13,750
5	52	1.6	135	68	3180	216,240
6	2	1.6	3	3	2570	7,710
				119 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 260,400

TWENTY YEAR EWL 5,208,000

TRAFFIC COEFFICIENT 8.2

SECTION: BLUE MT. - JACKSON CREEK

HIGHWAY: I. O. N.

COUNTY: MALHEUR

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ____ Fair X Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as traffic does not warrant C.R.P.C.C.

See Item 6 and remarks on Page 3.

RECEIVED
MAR 5 - 1969
FOR FILING

FLH-3(19)

7226

March 4, 1969

Oregon State Highway Commission

Gentlemen:

The Department made application for 100 percent Federal Lands Highway Funds on May 20, 1968, for the Blue Mountain Pass-Jackson Creek Section of the I.O.N. Highway in Malheur County, and we were apportioned $300,000 as a result of our application. A small portion of the proposed project will be constructed across lands other than federal lands; therefore, state funds must be used with the approved grant.

The estimated cost of construction for the work not on federal lands is $65,000 and I recommend that you approve this amount on the current State Construction Program in anticipation of letting this contract in April 1969. The project will be seven miles in length.

This matter will be on the agenda for the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
D. J. Barbee
F. D. Morgan
A. F. Parson

B G:jb FBK:srb fn

MAR 6 - 1969

FLH-3(19)

7226

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 3, 1969

In reply refer to: 08-35-EC/400.1

copy - 'no' hearing file

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Project FLH-3(19)
Blue Mt. Pass-Jackson Creek Road
Public Hearing

We have reviewed the information included in your February 27, 1969 letter concerning the status of this project. Based on this information we concur that under the provisions of Paragraph 6c no hearing is required for the subject construction project.

copies to Wolfe
Young
Barker
Cox
Moehring
3-5-69

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1969
PLANNING

FLH-3(17)

7226

February 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Blue Mt. Pass-Jackson Cr. Rd.
I.O.N. Highway
Project No. FLH-3(17)

Dear Sir:

This project is on our schedule of contract lettings for April 17, 1969 and therefore we request your confirmation that hearings are not required for this project under the provisions of PPM 20-8 par. 6e and as follows:

1. Work on the project involves reconstruction to a wider roadbed with minor vertical realignment and resurfacing.
2. Acquisition of right of way will not be necessary.
3. Abutting real property will not be affected as the horizontal alignment will not be changed, only the highway width.
4. There will be no change of the layout, function of connecting roads or of the facility being improved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program & Planning Engineer

DAR:bb
cc: F. B. Klaboe
D. J. Baruse
R. W. Ellison
H. E. Chase
G. L. Gifford

S-554(3) Hermiston-Meadow Valley Interch. 1969
Sec., FAS 911 near Hermiston
#7227 (Paving)

[illegible] 3687

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
MAY 5 - 1970

5-554(3)

7227

April 27, 1970

J. H. Baxter & Company
1618 S.W. 1st Avenue
Portland, Oregon 97201

4506

FILED
APR 2 9 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 28 2 02 PM '70
CLAY MYERS
SECRETARY OF STATE

Gentlemen:

This is to acknowledge receipt of your letter of April 3 advising us that Olson-Campbell, Inc., owes you for guardrail posts and blocks in the amount of $1,080.50. From the description given in your letter, this appears to be in connection with the J. C. Compton Company Contract No. 7227 for paving on the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County.

The United Pacific Insurance Company through Hansen & Rowland, Inc. of Oregon, Henry Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

4-30-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 30 1970
OREGON
STATE HIGHWAY COMMISSION

cc United Pacific Ins. Co.
Hansen & Rowland, Inc. of Oregon
J. C. Compton Company

bc Commission
✓Secretary of State

- Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

JHBaxter

April 3, 1970

CBS:86/7227

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention Floyd Query

Subject: OSHD Contract #7227

Please consider this letter notification that J. H. Baxter & Co. supplied Guard Rail Posts & Blocks on the above contract to Olson-Campbell, Inc. The invoiced amounts were $1,080.50. To date, we have not been paid.

Please be advised that we look to the bonding company involved for payment if we cannot make satisfactory arrangements with Olson-Campbell.

Very truly yours,

J. H. BAXTER & CO.

C. B. Schmokel

CBS:ss

NOTED
FLOYD QUERY

RECEIVED
APR [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 4 - 1969
FOR FILING

5-554(3)
1227

December 4, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7227 awarded to J. C. Compton Company for paving the Hermiston-Meadow Valley Interchange Section on FAS 911 in Umatilla County was completed on September 9, 1969, and accepted by the Highway Commission on December 3, 1969.

Final payment in the amount of $6,856.75 will be released to the contractor after December 11, 1969. The total contract amount is $117,375.97 including $550.01 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon 97128

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
DEC 3 - 1969
FOR FILING

S-554(3)

7227

December 3, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 9, 1969, on Contract No. 7227. The contract was with J. C. Compton Company and was for paving on the Hermiston-Meadow Valley Interchange Section of FAS 911 Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 3, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

RECEIVED
DEC 24 1969
FOR FILING

5-554(3)

7227

3g

(14)

c

November 26, 1969

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, granted your request for an extension of nine calendar days eliminating all liquidated damages, on Contract No. 7227 for paving the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

cr

bc: F. D. Morgan
V. E. Skoog
H. S. Coulter
W. C. Ferguson

RECEIVED
NOV 4 - 1969
FOR FILING

S-554(3)
7227

November 3, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 14
November 18, 1969 meeting

J. C. Compton Company, contractor on the Hermiston-Meadow Valley Interchange project on FAS 911 in Umatilla County, Contract No. 7227, requests a nine-calendar day extension. The contractor's request is based on a delay caused by refabrication of guardrail bridge end connections.

The contractor ordered the guardrail bridge end connections at an early date in the contract. When these items were received, it was determined that the sections would have to be refabricated as they were not what the plans intended. This was the result of a logical misinterpretation of the plans by the contractor or his supplier. All of the contract work, with the exception of this item, was completed well in advance of the time when the calendar days expired. When the proper refabricated guardrail bridge end connections were received, the contractor promptly installed them within four days.

The contract was completed on September 9, 1969, at which time nine calendar days had been charged against the project beyond those allowed. I recommend that a nine-calendar day extension be granted. This will eliminate all liquidated damages. This is a Federal-aid Secondary project and does not require approval of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
R. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
H. S. Coulter
JAB/DES:fw sr

FORM 6-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1969

SUBJECT: Extension of Time
Hermiston-Meadow Valley
Interchange Section
FAS 911
Contract No. 7227

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from J. C. Compton Company, contractor on the subject contract, the attached request for 9 calendar days. The contractor's request is based on a delay in having guardrail bridge connection ends refabricated and galvanized.

The standard drawing for guardrail bridge end connections indicates that these are as shown in an Armco catalog. The contractor ordered the terminals shown in the catalog, but when they were delivered to the project they were not the proper sections. These items were received in early August and all of the work with the exception of the bridge connections was completed August 18. The re-fabricated bridge end connection sections were returned to the job on September 5, 1969 and the contract was completed on September 9.

Apparently, the contractor misinterpreted the intent of our standard drawing in referring to the Armco catalog. The reference to the catalog is not completely clear as to what is intended, nor is the standard drawing as clear as it might be. The drawing has now been modified. The contractor's prompt action in installing the correct sections is evident and had the proper sections been delivered the first time, he undoubtedly would have completed the project on time. Because of this, we believe that the contractor's request for an extension based on the reasons stated above is justified. We recommend that the calendar days be increased by 9 which will eliminate all liquidated damages. Liquidated damages on this project accrued at the rate of $50 per day. ✓

This is a Federal-aid Secondary project and does not require Bureau of Public Roads approval. A rough draft of a letter to the Highway Commission is attached.

RECEIVED
OCT 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

DES:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7227 Contractor J. C. Compton Co.

Highway FAS 911

Section Hermiston-Meadow Valley Interchange

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Delay caused by necessity for re-fabricating guardrail bridge end connections justifies an extension of 9 calendar days.

Recommended for Approval:

Asst. Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7227

Project designation S-554(3) State-Federal

Date awarded 5-5-69

Work started 6-26-69

Per cent completed 100 Date 9-9-69

No. of calendar ~~Work~~days Allowed 100

No. of calendar ~~Work~~days Used 109

No. of Added calendar ~~Work~~days Requested 9

State Printing 27020

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Oct. 1, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 109 days, within which to complete our Contract No. 7227, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

"See Attached"

Respectfully submitted,

J. C. Compton Co.
Contractor

By Alan

CONSENT OF SURETY

Date October 2, 1969

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren
H. T. Duren [illegible]

HANSEN & ROWLAND, INC. OF OREGON
Henry Building
Portland, Oregon

(SEAL)

Resident Agent

By Ethel Wolfe
Resident Agents For Oregon

OLSON - CAMPBELL, INC.
General Contractors

ROUTE 1 BOX 391
HILLSBORO, OREGON 97123
648-6901

September 25, 1969

J. C. Compton Co.
P. O. Box 86
McMinneville, Oregon 97128

Re: Hermiston-Meadow Valley Intch. Sec.
Contract No. 7227

Gentlemen:

Our work on this project was completed on August 18, 1969 except for the guard rail bridge connections. All work on the project was completed on September 9, 1969. We request that you seek an extension of time to this date (Sept. 9, 1969) for the following reason:

> The end wings specified on standard drawing No. 23257, for the bridge connections, (Armco Catalog FB-3463) are not suitable as manufactured. The delay in completing the job was due to the time taken in having the end wings re-fabricated and galvanized.

As these were our first bridge connections of this type we were not aware that the end wings would have to be re-worked until there arrival with the rest of the material about August 10, 1969.

Very truly yours,

OLSON-CAMPBELL, INC.

C. H. Olson

CO:bj

S-554(3)
7227

No. 16

c

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Hermiston-Meadow Valley Interchange

WEEK ENDING: September 12, 1969

SECTION PREFIX: 530-1007

HIGHWAY: Westland Road FAS 911

COUNTY: Umatilla

NAME OF JOB: Hermistion-Meadow Valley Interchange

KIND OF WORK: Paving

CONTRACTOR: J. C. Compton Company

CONTRACT NUMBER: 7227

FEDERAL AID PROJECT NUMBER: S- 554(3)

DATE OF CONTRACT: May 5, 1969

DATE WORK STARTED: June 26, 1969

ESTIMATED COMPLETION DATE: August 31, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 109

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 109%

PROJECT AUTHORIZATION: $ 135,785.72

EXCLUSIVE OF ENGINEERING: $ 125,018.57

ENGINEERING AUTHORIZATION: $ 10,767.15

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 117,507.06

ENGINEERING COST TO DATE: $ 11,857.49

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.5%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9.4 %

PERCENT OF AUTHORIZATION: 110.0 %

DATE PROJECT WAS COMPLETED: September 9, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
				100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.50
MILES PARTIALLY COMPLETED					4.50
MILES COMPLETED					4.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,200 ton
TOTAL QUANTITIES CORRECTED TO DATE					13,968
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					13,968
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

1 - Pickup and 1 - Generator.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	THERE	ARE NO	STRUCTURES	ON THIS	CONTRACT	TO COM	PLETE....	......

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sep 7 SUNDAY	Clear & Hot	1		
Sep 8 MONDAY	Ptly Cldy & Warm	1		
Sep 9 TUESDAY	Ptly Cldy/Shower	1		
Sep 10 WEDNESDAY	Ptly Cldy & Warm	0		
Sep 11 THURSDAY	Ptly Cldy & Hot	0		
Sep 12 FRIDAY	Clear & Hot	0		
Sep 6 SATURDAY	Clear & Hot	1		

Routing
Johnson

RECEIVED
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

[illegible] GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sep 7 SUNDAY	No Work
Sep 8 MONDAY	Sub-contractor Olson-Campbell installed timber blocking and terminal sections to bridge ends lt. & rt. Installed 25ft. double element rail and 2 partial rail sections.
Sep 9 TUESDAY	Sub-contractor installled timber blocking and terminal sections to bridge ends lt. & rt. West end of bridge he installed 2 partial rail sections and 25 ft. double element rail. Patched holes on east end of bridge with AC and removed Construction Identification Signs.
WEDNESDAY	
THURSDAY	
FRIDAY	
Sep 6 SATURDAY	No Work.

REMARKS

Sub-contractor completed installation of Guard Rail and Bridge End Connections Tuesday September 9th. Final cleanup and removal of construction Identification signs was completed this same date. Semi-final estimate will be submitted to Division Office approximately on September 24th.

County has striped the project. They have some shoulder pulling to do yet and have a few driveways to adjust yet.

Engineering charges for this week:
$330.98

SIGNED WC Ferguson LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 2 - 1969
FOR FILING
S-554(3)
7227

May 29, 1969

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7227 for paving on the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Hansen & Rowland, Inc. of Oregon
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. F. Parson
W. C. Ferguson

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-36	PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Umatilla
PROJECT REPORT NO. 4	5-26-69	PROJECT NO. S-554(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hermiston-Meadow Valley Interchange Section of FAS 911

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-26-69	4.502
OTHER *(Specify)*		

FUNDS — Pro Rata 63.54

ESTIMATED TOTAL COST OF PROJECT $ 131,598.00	FEDERAL FUNDS $ 82,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer MAY 26 1969

Oregon State Highway Department

Federal-Aid
Project No. S-554(3)

HERMISTON-BEACON VALLEY INTERCHANGE SECTION

OF FAS 911 IN UMATILLA COUNTY

Project agreement estimate

Salem, Oregon, May 15, 1969

Type Code 620;
Paving (Sta. 1+00 to Sta. 20+00)(Sta. 21+00 to Sta. 238+08)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Preparation of Old Roadbed	5 mile	$200.00	1,000.00
Asphalt in Tack Coat	15 ton	60.00	900.00
Extra for Paved Road Connections	9 only	50.00	450.00
Type 1A Guard Rail	850 lin.ft.	5.00	4,250.00
Extra for Guard Rail Bridge Connections	4 only	200.00	800.00
ALTERNATE "E"			
Emulsified Asphaltic Concrete Mix	14,200 ton	4.30	61,060.00
CM-K Asphalt in Mix	900 ton	45.00	40,500.00
¼" - #10 Aggregate in Chip Seal	460 cu.yd.	6.45	2,967.00
RS-3K Asphalt in Chip Seal	72 ton	51.50	3,708.00
			$119,135.00
Flagging (60% of Contractor's Cost)			$ 500.00
			$ 500.00
	Subtotal		$119,635.00
	10% Engr. & Cont.		11,963.00
	Total		$131,598.00

Length of Roadway - - - - 4.416 Miles
Length of 4 Structures- - 0.067 Mile (Exception)
Length of No Work - - - - 0.019 Mile
Length of Project - - - - 4.502 Miles
Cost of Roadway Per Mile- $29,800.27

Federal Funds -	$ 82,900.00
State Funds -	24,349.00
County Funds- -	24,349.00
Total	$131,598.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

⑥

GS1-100%

Oregon State Highway Dept.

Federal Aid
Project No. S-554(3)

Hermiston - Meadow Valley Interchange Section of FAS 911 in Umatilla County

Project agreement estimate.

Salem Oregon 1969

Type Code 6201
Paving (Sta. 1+00 to Sta. 20+00) (Sta. 21+00 to Sta. 238+68)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Preparation of Old Roadbed	5 mile	200.00	1,000.00
Asphalt in Tack Coat	15 ton	60.00	900.00
Extra for Paved Road Connections	9 only	50.00	450.00
Type 2A Guard Rail	850 lin. ft.	5.00	4,250.00
Extra for Guard Rail Bridge Connections	4 only	200.00	800.00
~~Alternate "A"~~			
~~Class "B" Asphalt Concrete Mixture~~	~~15,000 ton~~		
~~Asphalt Cement in Mixture~~	~~820 ton~~		
Alternate "B"			
Emulsified Asphaltic Concrete Mix	14,200 ton	4.30	61,060.00
CM-K Asphalt in Mix	900 ton	45.00	40,500.00
1/4"-#10 Aggregate in Chip Seal	460 cu. yd.	6.45	2,967.00
RS-3K Asphalt in Chip Seal	72 ton	51.50	3,708.00

	$ 119,135.00
Flagging (60% of Contractor Cost)	500.00
	$ 500.00
Subtotal	$ 119,635.00
10% Eng. & Cont.	11,963.00
Total	$ 131,598.00

Length of Roadway	4.416 mile	
Length of 4 Structures	0.067	exception
Length of No Work	0.019	
Length of Project	4.502 mile	
Cost of Roadway per Mile	$ 29,800.27	

Federal Funds	$ 82,900.00
State Funds	24,349.00
County Funds	24,349.00
Total	$ 131,598.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

C

RECEIVED
MAY 13 1969
FOR FIL

S-554(3)
7227

May 13, 1969

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are three copies of Contract No. 7227 for $119,135 awarded to you by the State Highway Commission on May 5, 1969. This contract is for paving on the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 24, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
W. C. Ferguson
A. F. Parson

RECEIVED
JUN 26 1969
FOR FILING

S-554(3)

7227

May 5, 1969

J. C. Compton Company (Corp.)
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on April 22 accepted your proposal for paving the Hermiston-Meadow Valley Interchange Section of FAS 911 in Umatilla County and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been fulfilled and the State Highway Engineer today awarded you the contract based on your bid for Alternate B at $119,135. This project has been assigned Contract No. 7227.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
D. J. Barbee
H. W. McCauley (SIAC)
I. D. Merchant
A. F. Parson
W. C. Ferguson

RECEIVED
APR 9 - 1969

FOR FILING

S-554(3)
1227

April 8, 1969

MISC. CONTRACTS and AGREEMENTS No. 3687

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attention: Miss Jessie M. Bell
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the paving of Hermiston-Meadow Valley Section on Westland Road, FAS 911.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(conformed agreement attached)

C 7183

ORM PR-48
REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 3/26/69
BY (Signature): Mr. Young's March 20 letter.
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1* 1 M NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1003 THRU 1004

3-26-69

M	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
03	S-554(3)	4.7	132,000	79,200
04	S-567(1)	0.3	260,000	156,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Hermiston-Meadow Valley Interchange Sec.	Pave
Murder Creek Section *	G, P & 2 struc's

* Safety Classification

Young 3-28-69
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
APR 1 - 1969
FOR FILING
S-554(3)
1207

ARKS (Division)

On Item 1003, S-554(3) Hermiston-Meadow Valley Interchange Section, it is understood that the use of 4' shoulders is approved as a Secondary Road Plan Design exception. The stipulation concerning the UPRR crossing in Item 999 program approval (8/14/68) applies also to this project.

On Item 1004, S-567(1) Murder Creek Section, approval of the method of construction was granted in our February 5, memo. The Secondary Road Plan Design exception is approved.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved June 24, 1968, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
TE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3/26/69	For R. E. Simpson, Division Engineer

Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the art of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
APR 1 - 1969

5-35-1(3)

7327

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

March 25, 1969

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

cc's sent 3-27-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien (2)
R.D Asburry (2)
C.T. Keasey (2)
A.F. Parson (2)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plans for construction of the following projects, which were included with your letter of March 7, 1969.

1. Roberts Mountain Slide Section
   Pacific Highway, Douglas County

2. West Wyeth Weigh Station
   Columbia River Highway, Hood River County

3. N. Fk. Coquille River (Myrtle Point) Bridge Section
   Coos Bay-Roseburg Highway, Coos County

4. Hermiston-Meadow Valley Interchange Section
   FAS 911, Umatilla County

5. Lambert Bend Bridge Section
   Greenacres Road, Yamhill & Marion Counties

The only project which we feel may have some effect on wildlife resources would be the N. Fork Coquille River bridge section. If proper precautions are taken to insure that silt or other pollution does not enter the stream, this should not be damaging.

The projects are approved. Thank you for allowing us to comment.

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,
JOHN W. McKEAN
DIRECTOR
by R. O. Koski
R. O. Koski
Chief of Liberations

ROK:js

RECEIVED
MAR 5 1969

[illegible]

S-554(3)
7227

March 20, 1969

[illegible]
[illegible]
[illegible]
[illegible]
Salem, Oregon [illegible]

Dear Sir:

We are submitting program data for two secondary projects [illegible] which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. [illegible]
Program & Planning Engineer

RNG:vr

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 1.7 mi. W. Hermiston S.W. 4.7 mi. 21 65	ADT	PRESENT 525	FUTURE 950 (66) (70)	YEAR 89 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High Type Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Umatill	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 911

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		Co. Rd. 1.7 mi. W. Hermiston S.W. 4.7 mi.to Jct. with I-80N			
5					ROW		(Hermiston-Meadow Valley Interchange Section)			
5					CONST (CODE)			4.7	132,000	79,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.7	132,000	79,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.7 mi. (65)	**ADT**	PRESENT 525	FUTURE 950 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1003 (14) (18)

						PROJECT NUMBER			I. Projects Only	
(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) S 14 23	NUMBER 554(3) 7	SEQ. NO. 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Umatilla	CODE 059 (14) (16)	PROGRAM STAGE
ROUTE NO. S	FEDERAL-AID 911 (32) · STATE Co.Rd. (36) · U.S. (37) (41)	☐ 1 OR ☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
		TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
	(54) (58)	(59) (66)	(67) (76)			
. 7 -80N						Construct 2-12' Lanes H.T.Pave. with 4' shldrs., Seal coat entire 32' width
						ROW-70' max; Access control-None Parking Restrictions-None
	4.7	132,000	79,200	26,400	26,400	
CT S	4.7	132,000	79,200	26,400	26,400	
		(16) (23)	(24) (33)			

REMARKS
Relocation Assistance & ROW-None involved.

(over)

USCOMM DUSCOMM-DC 48905-P61

Hermiston-Meadow Valley Interchange Section
Project S-554(3)

EXISTING FACILITIES: 32' roadway with a thin bituminous oil wearing surface. One railroad crossing - single track. There are advance warning signs and cross bucks.

ADJACENT SECTIONS:
EAST END:)
WEST END:) 32' roadway with a thin bituminous oil surface.

PROJECT DATA: Place a 3" A.C. pug Mill mix wearing surface with a seal coat 32' in width, for two 12' travel lanes and 4' shoulders. Work within the railroad right of way to be done after a PUC order is completed.

RIGHT OF WAY: 70' maximum
ACCESS CONTROL: None

RR XING: RR xing at M.P. 0.70:

Railroad - Union Pacific
No. of Tracks - One
No. of Trains - 20 (6 Passenger, 14 Freight)
No. of High Speed Trains - 6
Present Protection - Advance warning and X-Bucks.
Proposed Protection - Flashing lights with Short Arm Gates.

MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: Under this project there will be no work at the Railroad Cross
within Railroad right of way. The signals and gates for cross
will be programmed as a separate Railroad Crossing Project in
near future, as soon as PUC order and Railroad agreement are
tained by Umatilla County. Umatilla County will perform the
required paving of the crossing at that time.

ROUTE DATA: See S-554(1)
In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corpo
a right and privilege to construct, maintain and operate telegraph, telephone and power lines alo
public roads, highways and streets of the state but the County Court or Board of County Commission
respects county roads, has the power and authority to designate the location on the right of way
to rules and regulations adopted by it.

w Valley Interchange Section
)

TIES: 32' roadway with a thin bituminous oil wearing surface. One railroad crossing - single track. There are advance warning signs and cross bucks.

NS:
) 32' roadway with a thin bituminous oil surface.
)

Place a 3" A.C. pug Mill mix wearing surface with a seal coat 32' in width, for two 12' travel lanes and 4' shoulders. Work within the railroad right of way to be done after a PUC order is completed.

70' maximum
: None

ng at M.P. 0.70:

road - Union Pacific
of Tracks - One
of Trains - 20 (6 Passenger, 14 Freight)
of High Speed Trains - 6
sent Protection - Advance warning and X-Bucks.
posed Protection - Flashing lights with Short Arm Gates.
N STANDARDS: No exceptions

Completed
Not required

MPLICATED SITUATIONS: Under this project there will be no work at the Railroad Crossing within Railroad right of way. The signals and gates for crossing will be programmed as a separate Railroad Crossing Project in the near future, as soon as PUC order and Railroad agreement are obtained by Umatilla County. Umatilla County will perform the required paving of the crossing at that time.

See S-554(1)
e with PPM 30-4.1 Par. 6d(1)

RS 758.010, except within the boundaries of an incorporated city, any person or corporation has rivilege to construct, maintain and operate telegraph, telephone and power lines along the highways and streets of the state but the County Court or Board of County Commissioners, as ty roads, has the power and authority to designate the location on the right of way pursuant regulations adopted by it.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

Section HERMISTON - MEADOW VALLEY Highway F.A.S. 911 County UMATILLA Prefix

Res. Engr. Approx. Length 4.8 Miles. Sta. to Sta. Date 3-12-69

Mean

Truck A.D.T. 107 Traffic Coefficient 7.2 18 kip s.a. per day 27.6.

Annual Precipitation 12"± Frost Penetration 20"-24".

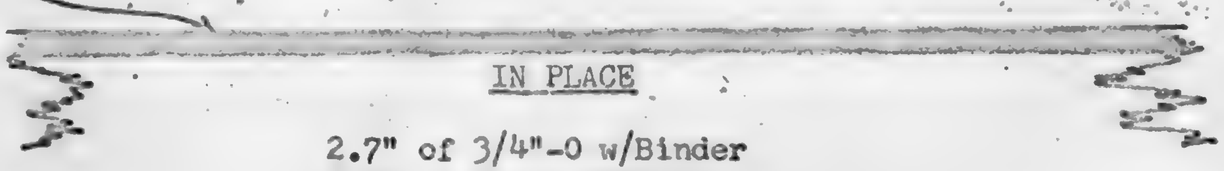
CBE Total Req.	Credit	Actual Thick.	
	5.5	3.0	CM-K
	IN PLACE	Average	
	2.7	2.7	3/4"-0 w/Binde
	6.8	8.5	S.S.
16.5	15.0	14.0	

(1)
Typical Soil

20	LL
0	PI
84	%P 10
26	%P200
16	%Gravel
7	%C Sand
51	%F Sand
23	%Silt
3	%Clay
49	"R" Value

3-19-69

3.0" of Emulsified Asphalt (CM-K) Wearing Course with *Chip Seal.



IN PLACE

2.7" of 3/4"-0 w/Binder
8.5" of Stone Subbase

(1)
Silty Sand

See remarks on Page 2.

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.

MAR 1 1969

5-554(3)
7227

NOTED
F. B. KLABOE

cc:
B.P.R.
~~Asst. State~~ Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by E. J. Bugg
for Staff Assistant

Recommended by
Engineer of Materials

Recommended by G. L. Decker
asst Construction Engineer

Approved by
Asst. State Highway Engineer

SECTION: HERMISTON - MEADOW VALLEY

HIGHWAY: F. A. S. 911

COUNTY: UMATILLA

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness

NONE

Remarks:

Traffic revised to year base was constructed (from 1965 to 1967).

The section recommended is sufficient for approximately a 10 year design period.

A tentative mix design is attached.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

"NEW WORK"

1.0" Emulsified Asphalt ~~Asphaltic Concrete~~ = 1.8 " Crushed Base
1.0" Plant Mix Bituminous Base = — " Crushed Base
1.0" Cement Treated Base = — " Crushed Base
1.0" Oil Mat = — " Crushed Base
1.0" Stone Subbase = — " Crushed Base
(Per Standard Specifications plus Supplementals)
1.0" Lime Treated Subgrade = — " Crushed Base

CREDIT FOR EXISTING MATERIALS

1.0" 3/4"-0 Level w/Binder = 1.0" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base

WESTLAND INTER. - HERMISTON

F. A. S. 911

Umatilla County

Tentative Mix

Recommend the Standard Specifications for 3/4"-0 Stone Base be modified to the following grading requirements:

Passing #3/4" sieve	100%
Passing #3/8" sieve	55 - 75%
Passing #1/4" sieve	25 - 45%
Passing #10 sieve	0 - 7%

4.5 - 7.5% CM-K Emulsified Asphalt

*The chip seal (1/4-10 with RS 3-K) shall be placed after the CM-K wearing course has adequately cured; this to be determined by the Resident Engineer.

A detailed mix design will be provided by the Materials Laboratory when produced material is available.

TRAFFIC ANALYSIS

SECTION: HERMISTON - MEADOW VALLEY

HIGHWAY: F. A. S. 911

COUNTY: UMATILLA

700 Present ADT (1967)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	60	1.8	108	84	450	37,800
3	9	1.8	16	8	1000	8,000
4	3	1.8	5	4	1250	5,000
5	8	1.8	14	11	3180	34,980
6	0	1.8	--	--	2570	- - -
				107	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 85,780

TWENTY YEAR EWL 1,715,600

TRAFFIC COEFFICIENT 7.2

SECTION: HERMISTON - MEADOW VALLEY
HIGHWAY: F.A.S. 911
COUNTY: UMATILLA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
Remarks: None in service in this area
5. Cost Comparisons: ______

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested this type surfacing
13. Traffic Safety: Nota problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Traffic does not warrant C.R.P.C.C. on this section.
See Items 12 and 14.

RECEIVED
MAR 13 1969

FOR FILE
5-554(3)
7227

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

March 10, 1969

To:

MEMO TO THE FILES

SUBJECT: Pre-Job Inspection
Hermiston-Meadow Valley Interchange Section
FAS 919
Umatilla County

On March 7, 1969, Scott Coulter, Lyle Watson and John Walker reviewed the plans and made a field inspection prior to letting of the subject project.

All appears in order except the plans for the guard rail at bridge ends. The plans 150 and 75 feet of rail to be installed at the bridge ends. This is impractical due to ditch rider roads which have been constructed on each side of the irrigation canals and approach the highway at the bridge ends.

Attached are pictures of the areas. The Umatilla River, Westland Bridge, poses a slightly different problem. Sketches of proposals are on the set of plans used on this inspection.

At the Canal Bridge ends, it is recommended that 25 feet of guard rail be installed with a 10-foot radius off the bridge end for an approximate 90° to protect bridge end and canal bank. A Type "A" end piece is recommended and also 6'3" post spacing.

John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc: F. B. Klaboe
D. J. Barbee
A. F. Parson

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1969

UNITED STATES GOVERNMENT

Memorandum

S-554(3)

7227

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 7, 1969

In reply refer to: 08-35-EC/400.1
copy 'No Hearing' file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-554(3)
Hermiston-Meadow Valley Section
Public Hearing

We have reviewed the information included in your February 28, 1969 letter concerning the status of this project. Based on this information we concur that under the provisions of paragraph 6c of PPM 20-8 no hearing is required for the subject construction project.

3-12-69
REFERRED TO
Young - Barber - Cox
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1969

FOR FILING

S-554(3)
7227

March 6, 1969

Oregon State Highway Commission

Gentlemen:

It is planned to call for bids on the Hermiston-Meadow Valley paving project on Umatilla County FAS Route 911, Westland Road, on April 17, at an estimated cost of $132,000. This project was approved by you on October 6, 1966.

The project funds as approved provides for the usual 60 percent Federal, 20 percent State and 20 percent County. The Umatilla County Court finds itself unable to provide its matching funds and requests that the financing of the project be accomplished similar to the Umatilla River Bridge project on this same route. The County is therefore requesting that the State provide all the required matching funds or approximately 40 percent of the cost of the project. From its allotment of Federal funds, the County agrees to transfer to the State Secondary Highway Fund an amount equal to the State's extra contribution or approximately 20 percent of the total cost of the project. The transfer of funds from the County to the State will amount to approximately $26,400.

This matter will be on the agenda for the March 11 meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
H. S. Cox
F. D. Morgan
A. F. Parson

RHP:eb fn

FORM 2-30 20M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1969

SUBJECT: Financing of the Hermiston-Meadow Valley Section
FAS 911
Umatilla County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

OFFICE

Attached is a request from Umatilla County in the matter of financing the Hermiston-Meadow Valley Section of FAS 911 in Umatilla County.

You will note that due to lack of county funds, the County wishes to transfer to the State FAS fund a portion of their allotted Federal funds equal to the State's extra contribution of approximately 20% of the cost of the project. The present estimated cost of the paving project is estimated to be $132,000; therefore we will transfer approximately $26,400 from the County's Federal apportionment to the State's Federal fund in lieu of the County's cash advance deposit. Financing of the Umatilla River Bridge on FAS 911 was handled in the same manner.

You have given your verbal approval, and at your request I am attaching a letter draft to the Highway Commission.

H S Cox
H. S. Cox
County and City Engineer

RHP:eb

Att.

UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

RECEIVED
JAN 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1969
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 20 1969
ENGINEER
COUNTY & CITY DIVISION

January 17, 1969

Mr. H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Dear Sir:

Due to extremely heavy road restoration costs during the 1964-1965 floods in Umatilla County, plus repaying $70,000.00 annually on a $350,000.00 loan negotiated with the Oregon State Highway Department at the time of the flood, we find we are unable to provide matching funds for the proposed Westland Paving Project. Therefore, we are requesting that these matching funds be transferred from our account to the Oregon State Highway Department in order that this work can be completed early this year.

We realize that this procedure is unorthodox as far as the dispensation and usage of our accredited FAS Funds are concerned, however, the Westland Bridge was financed and constructed in this manner, and we feel that with the surplus of FAS money now credited to Umatilla County and the importance of the scope of work to be done, this money would be used wisely.

In summation may I reiterate, the wearing surface of the subject road at the present time is a simple tack coat.

Very truly yours,

UMATILLA COUNTY COURT

D. R. Cook
County Judge

County Commissioner

County Commissioner

EFP/bp

1-20-69.
Estimate on Hermiston - Meadow Valley Section is $130,000, So Approximately $26,000.00 ± of Federal Funds would be involved.

Copies to: Klabee
Young.

1-27-69
J. Klabee

copy to Cox 1-28-69

RECEIVED
MAR 3 - 1969
FOR FILES
S-554(3)
7227

February 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Hermiston-Meadow Valley Section
Project S-554(3)

Dear Sir:

We hereby request your concurrence that public hearings are not required for Project S-554(3), Hermiston-Meadow Valley Section, under the provisions of paragraph 6c. of PPM 20-8 dated January 14, 1969, as additional right of way is not required, the project does not have an adverse effect upon the abutting real property, nor does it affect the function of the existing facilities.

The work under the project consists of construction of two 12-foot lanes high-type pavement with 4-foot shoulders on existing roadway. This project is scheduled for the April 17, 1969 bid opening.

The grading, rock surfacing and bituminous tack coat wearing surface of the existing facility were constructed by Umatilla County; the facility is at present open to traffic. This work was all accomplished under the provisions of PPM 20-8 dated August 10, 1956, and PPM 20-8(1) dated June 16, 1959, under which a public hearing was not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:ls

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
E. L. Gifford
R. N. Chase

31-8316 Emigrant Hill-Baker Co. Line 1969
Rock Production Proj., Old Oregon
#7228 Trail Hwy.

RECEIVED
FEB 18 1970
FOR FILING

31-8316

7228

February 17, 1970

The Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7228 awarded to R. A. Schnell and Company for rock production on the Emigrant Hill-Baker County Line Section of the Old Oregon Trail in Umatilla and Union Counties was completed on November 13, 1969, and accepted by the Highway Commission on February 17, 1970.

Final payment in the amount of $5,478 will be released to the contractor after February 25, 1970. The total contract amount is $110,102.72 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jhm

cc R. A. Schnell and Company
860 W. Ridgeway
Hermiston, Oregon 97838

Ashworth Insurance Agency
411 Main Street
Hermiston, Oregon 97838
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
FEB 17 1970
FOR FILE
31-8316
7224

February 17, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 13, 1969, on Contract No. 7224. The contract was with E. S. Schnell and Company and was for rock production on the Emigrant Hill-Baker County Line Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 17, 1970, and that you concur in this procedure at the Commission meeting on March 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Marchant
L. H. Young
F. D. Morgan
H. S. Coulter

srb sr

RECEIVED
FEB 5 - 1970

FOR FILING
31-8316

7224

February 5, 1970

Mr. Henry Gerlach, Administrator
Prevailing Wages on Public Contracts
State Bureau of Labor
408 State Office Building
Portland, Oregon 97201

Dear Mr. Gerlach:

In accordance with your December 8, 1969, request, we have had the complaint of W. F. Myers regarding alleged payroll and overtime payments by E. S. Schnell Company of Hermiston investigated.

Our Resident Engineer made an audit of the Company's books, obtained certified payrolls, photocopies of the checks involved, and obtained statements from the employees mentioned in the complaint. The only item that appeared out of the ordinary was the fact that the employees had requested Schnell to place all their overtime earnings into an office drawing account and to be made available to them any time they wished to withdraw any or all of the amounts. Signed statements verifying this action were obtained from the employees and copies are attached.

I am advised by Mr. E. A. Pease, our Labor Compliance Officer, that he has discussed this with you by phone and that you could see nothing wrong with this method of approach.

Based on the information obtained from the field, it is our opinion that no violations have occurred. Copies of all data pertaining to this matter are on file in our Construction Department office and are available for your viewing should you so desire.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Coulter

EAP:fr ms

Att.

February 5, 1970

Mr. W. F. Myers
Route 3, Box 266
Hermiston, Oregon 97838

Dear Mr. Myers:

In compliance with a request from the State Bureau of Labor, this Division conducted a rather thorough investigation of the payroll practices of the E. S. Schnell Company of Hermiston.

Based upon the records examined and interviews held, we are unable to find any specification or statutory violation.

This has been reported to the State Bureau of Labor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Coulter

RECEIVED
JAN 15 1970
FOR FILING

12,26

January 14, 1970

Mr. W. F. Myers
Route 3, Box 266
Hermiston, Oregon 97838

Dear Mr. Myers:

Contrary to your information, a thorough investigation of the situation described in your December 3 letter is being conducted.

As soon as something definite is developed, you will be advised.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter/with file
Victor D. Wolfe
F. D. Morgan

RLP:ms sr

In the summer of 1969 I requested of E. S. Schnell and Company that it hold my overtime pay in an office drawing account without interest to be drawn at request by me. I understand this accout is presently $ 490.44 and is subject to draw be me anytime I may want it.

DATED this 2 day of January, 1970.

Al Vetter

Al Vetter

In the spring of 1969 I purchased a D-6 Caterpillar from E. S. Schnell and Company for $3,000.00 payable without interest out of future overtime due to me by E. S. Schnell and Company. There has been applied against this purchase $ 2432.02, and the balance is presently $ 567.98.

DATED this 2 day of January, 1970.

Ken Gieger Gieger

Ken Gieger

In the summer of 1969 I requested of E. S. Schnell and Company that it hold my overtime pay in an office drawing account without interest to be drawn at request by me. I understand this account is presently $ 315.27 and is subject to draw by me anytime I may want it.

Dated this 2 day of January, 1970.

Dick Enos

Dick Enos

In the summer of 1969 I requested of E. S. Schnell and Company that it hold my overtime pay in an office drawing account without interest to be drawn at request by me. I understand this account is presently $ 399.92 and is subject to draw by me anytime I may want it.

DATED this 2 day of January, 1970.

Merlin B. Davis
Merlin Davis

JANUARY 6 1970

MR. FOREST COOPER
OREGON STATE HIGHWAY DEPT.
HIGHWAY BUILDING
SALEM, OREGON 97310

DEAR SIR:

I UNDER STAND THERE HAS BEEN NO PERSONAL AUDIT OF THE BOOKS OF THE E. S. SCHNELL CO. OF HERMISTON, ORE. IN RESPONSE TO MY COMPLAINT.

I STATED IN MY COMPLAINT THAT THE EVIDENCE OF HIS VIOLATION OF CONTRACT AND FALSE PAYROLL CERTIFICATION COULD BE FOUND WITH THIS AUDIT.

IS THIS JUST THE LEGAL PROCESS OF TIME OR IS THIS BEING OVERLOOKED FOR A REASON? I WOULD LIKE A REPORT OF YOUR TYPE OF INVESTIGATION AND YOUR FINDINGS.

I FEEL AS A TAXPAYER AND RESIDENT OF OREGON I AM INTITLED TO THIS REASON, BESIDES THE FACT THAT I WAS ALSO ONE OF THE EMPLOYES THAT HAS BEEN CHEATED BE MR. SCHNELL.

SINCERELY,

W.F. Myers
W. F. MYERS

RECEIVED
JAN 9 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NORMAN O. NILSEN
COMMISSIONER OF LABOR

1400 S. W. 5TH AVE.
PORTLAND 1, OREGON

STATE OF OREGON
BUREAU OF LABOR

SENIOR WORKER DIVISION

Porter

9651

December 8, 1969

Mr. Forrest Cooper
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed find copy of a complaint we received, I think it is self explanatory. I would appreciate it if you would have your staff investigate this complaint to find out if there is any evidence to substantiate it.

I would appreciate to be informed of your findings.

Thank you in advance for your cooperation.

Sincerely,

Henry Gerlach
Henry Gerlach, Administrator
Prevailing Wages on Public Contracts

HG:mp
Enc.

REFERRED TO
Morgan
BY DEPUTY STATE HIGHWAY ENGINEER
Investigate and Report
cc Klaboe

Cont 7228
" 7258

Routing
Morgan
Decker
Bond
Walker
Buehmu
Johnsen
Pease
Swan
Glenn
[illegible]
[illegible]
[illegible]

RECEIVED
DEC 10 1969
CONSTRUCTION DIVISION

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JUSTICE, HARMONY AND SAFETY ON THE JOB

DEC. 3 1969

OREGON BUREAU OF LABOR
PUBLIC CONTRACTS DIVISION
408 STATE OFFICE BUILDING
PORTLAND, OREGON

DEAR SIRS,

THIS LETTER IS MY OFFICIAL COMPLAINT AGAINST THE E. S. SCHNELL CO. OF HERMISTON, OREGON FOR MALPRACTICE IN PAYMENT OF WAGES TO EMPLOYES, AND FILING FALSE CERTIFIED PAYROLL RECORDS.

THE ALLEDGED VIOLATIONS TOOK PLACE WHILE CRUSHING ROCK FOR THE STATE OF OREGON FOR RESURFACEING OF HWY 30 THRU LA GRANDE, ORE. L. W. VALE OF PASCO WASH. DONE THE PAVING BUT THEY ARE NOT INCLUDED IN THIS COMPLAINT.

ALSO INCLUDED IN THIS COMPLAINT IS THE JOB BY E. S. SCHNEIL AT M. P. 276.5 ON HWY 30 NEAR NORTH POWDER, ORE: FOR THE CRUSHING OF CINDER SAND FOR HWY SANDING DURING ICE CONDITIONS. THE SAND WAS DELIVERED TO SHEDS ON HWY 30 AT DEADMANS PASS, MEACHAM, SPRING CREEK, AND LADD CANYON.

MY COMPLAINT IS THIS; THE CRUSHER CREW, KEN GEIGER, ALVIN VETTER, MERLIN DAVIS, AND DICK ENOS WERE WORKED FROM TWELVE TO SIXTEEN HOURS PER DAY, SIX DAYS PER WEEK AND PAYED ONLY REGULAR TIME, NO OVERTIME, FOR ANY OF THIS TIME IN EXCESS OF EIGHT HRS PER DAY OR SATURDAY WORK.

I UNDERSTAND THAT ON ALL STATE CONTRACTS SUCH AS THIS THE CONTRACTOR IS REQUIRED TO PAY OVERTIME, AND FILE A CERTIFIEDPAYROLL RECORD ATTESTING TO THIS.

I DO NOT HAVE THE FACTS PERTAINING TO THIS COMPLAINT IN MY POSSESION, BUT AN AUDIT OF HIS PAYROLL RECORDS LOCATED IN HIS OFFICE IN HERMISTON, ORE. WOULD REVEAL THE FACTS, AS THE CANCILED CHECKS OF THE ABOVE EMPLOYES WOULD NOT AGREE WITH THEIR TIME CARDS NOR THE CERTIFIED PAYROLL RECORDS THAT HE SENDS TO THE STATE.

THANK YOU W.F. Myers
RT 3 Box 266
Hermiston, Ore.
Phone 567-5335

RECEIVED
FEB 9 - 1970

FORM E-80 (12-67)

FOR FILING

31-8316
1229

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1970

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer
OFFICE

In accordance with your instructions of December 10, we have had a thorough investigation made of the complaint filed by W. F. Myers pertaining to alleged payroll and payment violations by E. S. Schnell Company.

Resident Engineer J. C. Hiatt made an audit of the Company's books, obtained certified payrolls, photo copies of the cancelled checks and signed statements from the employees mentioned in the complaint. The only item discovered which might be questionable was the fact that the employees requested Schnell to place all of their overtime pay in an office drawing account, to be available to the employee at any time he wished to withdraw it. Signed statements were obtained from the employees verifying this act. I discussed this, by phone, with Mr. Gerlach of the Labor Bureau and it was his opinion that such action did not constitute a labor violation. It is the consensus of both Mr. Gerlach and myself that no violation has occurred.

Since receipt of Mr. Myers complaint, we have been withholding final payment ($5,478.00) on the Emigrant Hill-Baker County Line Contract No. 7228, to be sure that we had adequate funds to cover any discrepancies found. Since no apparent violations have been found, it is the recommendation of this office that the final payment be released to Schnell. Please advise.

R L Porter verbally 2-6-70

In order to close the file on this matter, I am attaching rough drafts of replies to Mr. Gerlach of the Labor Commission and to Mr. Myers.

F. D. Morgan
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Labor Compliance Officer

NOTED
R. L. PORTER

EAP:fr
Attach.

RECEIVED
FEB 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1969
FOR FILING

31-8316

7228

Agenda 39
II 19
11-18-69

November 26, 1969

E. S. Schnell and Company
880 W. Ridgeway
Hermiston, Oregon 97838

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, granted your request for a 45 day extension on Contract No. 7228 for rock production on the Emigrant Hill-Baker County Line section of the Old Oregon Trail in Umatilla and Union Counties.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sj
cc F. D. Morgan
V. E. Skoog
H. S. Coulter
J. C. Hiatt

Const Eng'r C

31-83165
7228

No. 9 Final Report

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Emigrant Hill - Baker County Line

WEEK ENDING: Nov. 21, 1969

SECTION PREFIX: 31-8316

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla & Union

NAME OF JOB: Emigrant Hill - Baker County Line

KIND OF WORK: Rock Production

CONTRACTOR: E.S. Schnell & Co.

CONTRACT NUMBER: 7228

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: Sept. 22, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Oct. 1, 1969

PERCENT OF TIME ELAPSED: 127

PROJECT AUTHORIZATION: $ 124,350.60

EXCLUSIVE OF ENGINEERING: $ 114,490.20

ENGINEERING AUTHORIZATION: $ 9,860.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 110,102.72

ENGINEERING COST TO DATE: $ 5,243.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89

ESTIMATED PERCENT UNDERRUN: 7 %

PERCENT OF AUTHORIZATION: 53 %

DATE PROJECT WAS COMPLETED: November 13, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100 %		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			22,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			22,918.28 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			22,918.28 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehine
Johnsen
Pease
Swan
Conn
Litchfield
Gallagher
Stein

RECEIVED
NOV 24 1969
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final Estimate is being submitted to the Division Office today.

SIGNED J C Hutt LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 10 1969
FOR FILING

31-8316
7228

November 7, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 19
November 18, 1969 meeting

E. S. Schnell and Company, contractor on the Emigrant Hill-Baker County Line Rock Production Project, Old Oregon Trail, in Umatilla and Union Counties, Contract No. 7228, requests a 45-day extension of the contract time. This request arose during negotiations between the State and the contractor concerning a specification change requested by the State.

This project covers the stockpiling of winter sanding material. After observing the material produced early in the project within the applicable specifications, we believed it desirable to reduce the allowable amount of larger size material (between 1/2-inch and 3/4-inch) to minimize the possibility of damage to vehicles when the material is used in sanding. This changed the contractor's crushing operation which he was willing to do at no additional cost provided additional time to complete the project was allowed.

It will not be detrimental to the State to allow the additional time requested. I therefore recommend a 45-day time extension which will establish a new specified completion date of November 15, 1969. We believe that this extension will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query F. B. Klaboe F. D. Morgan V. E. Skoog
R. L. Porter V. D. Wolfe H. S. Coulter

JAB:fw sr

FORM 2-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1969

SUBJECT: Emigrant Hill-Baker County Line
Rock Production
Contract No. 7228
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We must consider an extension of time on this project that arises in a different manner than the usual time extension request. We do not have a Form E-20 from the contractor; the request is part of a Price Agreement (No. 1).

This project covers the stockpiling of 22,000 yards of 1/2"-0 sanding material and is under contract to E. S. Schnell and Company. The specifications allow up to 15 percent of the material passing 3/4-inch to be retained on a 1/2-inch sieve. There is one other gradation requirement allowing 0 to 15 percent to pass the No. 10. Crushing started on this basis and our people became concerned that the amount of larger material that was from 1/2-inch to 3/4-inch in size might break windshields even though it was within the allowable specifications. They therefore negotiated with the contractor and found him agreeable to reducing the material over 1/2-inch to not to exceed 2 per cent (a reduction from 15 percent down to only 2 percent). To partially offset the effect of this change, they were also agreeable to increasing the maximum passing the No. 10 from 15 percent up to 25 percent. In addition, the contractor requested an additional 45 days of time. If this is allowed, the contractor would produce the material under the revised gradation specifications at no change from the contract price. The contractor has signed a Price Agreement on this basis. The alternative to not granting the time extension would be to negotiate a higher price for the changed material.

The specified completion date is October 1, 1969. The Division reports that a revised completion date of November 15 will be satisfactory.(The project was 90 percent complete at the end of last week). We therefore recommend extension to a new completion date of November 15, 1969. This is a State project. Liquidated damages would accrue at the rate of $100 per day. A rough draft letter to the Highway Commission is attached.

RECEIVED
NOV 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JUN 5 - 1969
FOR FILIN

31-8316
7228

June 4, 1969

E. S. Schmell & Co.
880 W. Ridgeway
Hermiston, Oregon 97838

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7228 for rock production on the Emigrant Hill-Baker County Line Section of the Old Oregon Trail in Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: The Travelers Indemnity Company
Schroth Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
H. S. Coulter
J. C. Hiatt

RECEIVED
MAY 13 1969

FOR FILING

31-8316
7228

May 13, 1969

E. S. Schnell & Co.
880 W. Ridgeway
Hermiston, Oregon 97838

Dear Mr. Schnell:

Enclosed are three copies of Contract No. 7228 for $109,560 awarded to you by the State Highway Commission on April 22, 1969. This contract is for rock production on the Emigrant Hill-Baker County Line Section of the Old Oregon Trail in Umatilla and Union Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
    D. J. Barbee
    I. D. Merchant
    H. W. McCauley (SIAC)
    J. C. Hiatt
    A. F. Parson

9-1127 Cloverdale Road-Tumalo Section, 1969
McKenzie-Bend Hwy., W. of Bend
#7229 (Paving)

RECEIVED
SEP 24 1969

FOR FIL

9-1127
7229

September 24, 1969

Fidelity and Deposit Co. of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7229 awarded to Bend Aggregate and Paving Company for paving the Cloverdale Road-Tumalo Section of the McKenzie-Bend Highway in Deschutes County was completed on August 27, 1969, and accepted by the Highway Commission on September 23, 1969.

Final payment in the amount of $7,629.88 will be released to the contractor after October 1, 1969. The total contract amount is $155,689.95 including $1,938.80 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Bend Aggregate & Paving Co.
Route 2, Box 435
Bend, Oregon 97701

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

J. F. Putnam
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 24 1969
FOR FILING

9-1127

7229

September 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 27, 1969, on Contract No. 7229. The contract was with Bend Aggregate and Paving Company and was for paving on the Cloverdale Road-Tumalo Section of the McKenzie-Bend Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 23, 1969, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

9-1127
7229

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cloverdale Road - Tumalo

WEEK ENDING: Sept. 13, 1969

SECTION PREFIX: 9-1127

HIGHWAY: McKenzie - Bend

COUNTY: Deschutes

NAME OF JOB: Cloverdale Road - Tumalo

KIND OF WORK: Paving

CONTRACTOR: Bend Aggregate & Paving Co.

CONTRACT NUMBER: 7229

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: July 21, 1969

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 100

WORK DAYS USED

CALENDAR DAYS USED 97

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 97

PROJECT AUTHORIZATION: $ 175,879.60

EXCLUSIVE OF ENGINEERING: $ 161,933.20

ENGINEERING AUTHORIZATION $ 13,946.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 157,312.15

ENGINEERING COST TO DATE $ 8,500.00

This Week 250.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94

DATE PROJECT WAS COMPLETED: August 27, 1969

ESTIMATED PERCENT [redacted] UNDERRUN Tot. Auth. 6 %

PERCENT OF AUTHORIZATION 61 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					8.79
MILES PARTIALLY COMPLETED					
MILES COMPLETED					8.79
TOTAL ESTIMATED QUANTITIES (CONTRACT)					22,000 T
TOTAL QUANTITIES CORRECTED TO DATE					22,159
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					22,159
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
R. D. CHURCH

Routing
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
SEP 1
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate submitted to Division Office monday Sept. 8, 1969

* * * * * F I N A L R E P O R T **

SIGNED R. H. Clark LOCATION Bend
R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
MAY 28 1969
FOR FILING

9-1127

7229

May 27, 1969

Bend Aggregate & Paving Co.
Route 2, Box 435
Bend, Oregon 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7229 for paving on the Cloverdale Road-Tumalo Section of the McKenzie-Bend Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr
Enclosure

cc: Fidelity and Deposit Company, Portland and Baltimore
Lumbermens Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
J. F. Putnam
R. H. Clark

RECEIVED
MAY 13 1969
FOR FILING

9-1127

7229

May 12, 1969

Bend Aggregate & Paving Co.
Route 2, Box 435
Bend, Oregon 97701

Gentlemen:

Enclosed are three copies of Contract No. 7229 for $153,460 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the Cloverdale Road-Tumalo Section of the McKenzie-Bend Highway in Deschutes County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
R. H. Clark
J. F. Putnam

18-1139 Lenz Rd.-Kirk Rd. Paving Project 1969
The Dalles-Calif. Hwy., N. of
#7230 Klamath Falls

RECEIVED
AUG 27 1970
FOR FILING

18-1139
7230

August 25, 1970

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

Contract No. 7230 awarded to Acme Construction Company for paving and rock production on the Lenz Road-Kirk Road Section of The Dalles-California Highway in Klamath County was completed October 20, 1969, and accepted by the Highway Commission on August 24, 1970.

Final payment in the amount of $19,664.50 will be released to the contractor after September 1, 1970. The total contract amount is $408,639.66 including $2,983.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

fkn
cc Acme Construction Co.
P. O. Box 2038
Vancouver, Washington 98661

Seaboard Surety Co.
100 William St.
New York 38, New York

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
AUG 26 1970

12-1139
-12 30

August 24, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 28, 1969, on Contract No. 7230. The contract was with Acme Construction Co. and was for paving and rock production on the Lenz Road-Kirk Road Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 24 and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan Merchant
F. D. Morgan
L. H. Young
V. E. Skoog
J. F. Putnam

sr

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1970

To: Mr. F. D. Morgan
Construction Engineer

SUBJECT: Semifinal Estimate
Contract No. 7230
Lenz Road-Kirk Road Section
The Dalles-California Hwy.

I have approved the final payment on Contract No. 7230, Lenz Road-Kirk Road Section of The Dalles-California Highway, which was completed on October 28, 1969.

Please report as to the reason for the late date of the semifinal.

RECEIVED
AUG 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Tom
Tom Edwards
Deputy State Highway Engineer

TE:ja

Attachment

cc R. L. Porter
F. B. Klaboe

NOTED
TOM EDWARDS

Routing
Morgan
Decker
Bond
Walker
Bochma
Johnsen
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 18 1970
CONSTRUCTION
DIVISION

FORM 2-70 (10-65)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1970

RECEIVED
AUG 11 1970
CONSTRUCTION
DIVISION

Routing
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

SUBJECT: Release of Final Payment on
Lenz Road-Kirk Road
Contract No. 7230
Acme Construction Company

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

This contract for 16.0 miles of repaving and rock production on The Dalles-California Highway was awarded to Acme Construction Company on April 22, 1969, with an allotted time of 150 calendar workdays. The State listed a prospective materials source which the contractor explored but ultimately used another, more distance source. Work was started May 5, 1969 but very little was accomplished until crushing was started on August 9. The contract called for 4,000 cubic yards of stockpiled maintenance material, and Acme electedto crush and haul this before he started crushing his A. C. aggregate.

On July 29, 1969, Acme entered into a subcontract with J. C. Compton Company to mix and place the A. C. pavement. This subcontract amountedto $144,200 or 36.63 percent of the contract amount. Compton started paving September25 and the job was completed October 28 with a time overrun of 18 days.

The more distant material source used required considerable hauling equipment. During the course of hauling the stockpile material, Resident Engineer Dunn observed an apparent subcontract between Acme and S. D. Spencer and Son for hauling the materials. This subcontract appeared to be at a price of $1.59 per ton which would have brough the subcontract amount to 53.7 percent or exceeding the specified limitation by 3.7 percent.

The Resident, by letters dated October 27 and November 7 to the contractor, requested clarification of the suspected second subcontract. On December 2, this office wrote Acme again requesting clarification and advised him that final payment would be withheld until the matter was clarified to our satisfaction. On December 23, we received copies of a subcontract with Spencer covering labor only to haul and pile rock, with no reference to payment for the hauling vehicles. On February 25 we advised Acme that consent to the subcontract was being withheld until the mattter of the hauling vehicles was clearly explained. No reply was received to this letter. On June 30, Chief Counsel Lindas addressed a third letter to Acme, again requesting adequate explanation. On July 17, Mr. Lindas received an answer, copy of which is attached.

After discussing further with Mr. Lindas, he advises we should release the final payment, in the amount of $19,684.50 to the contractor and close the project. We do not believe the State has been damaged nor is there any evidence of a preconceived subterfuge to evade the 50 percent subcontract limitation at time of bidding. We know of no precedent situation.

Although this was a State project, I have discussed the circumstances with Bureau of Public Roads people and found they have no policy on a penalty or sanctions against a contractor that would apply.

The contractor has applied for an 18-day time extension which has been denied by the Highway Commission, so he is being penalized $1,800 for the time overrun. Also, the value of the retained amount over the past 8 months has accrued to the State.

We recommend an Administrative decision to release the retainage and close the matter.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/EAP:fw

Attachment

Approved 8-10-70
Asst. State Hwy. Engr.

RECEIVED
AUG 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Acme Construction Co. . . . N. H. HARNER, OWNER

TELEPHONE 892-2835
P. O. BOX 2038
VANCOUVER, WASHINGTON 98661

• ASPHALT PAVING
CRUSHED ROCK
BITUMINOUS PAVING

July 16, 1970

RECEIVED
JUL 17 1970
LEGAL

State of Oregon
Department of Justice
507 State Highway Bldg.
Salem, Oregon 97310

Re: Lenz Road-Kirk Road, Contract No. 7230

Gentlemen:

In reference to your letter of June 30, 1970 as to our arrangement with S.D. Spencer & Son for hauling aggregate on above-named project.

Rental on Equipment for hauling ½"-¾" to stock pile- $1.00 c.y.
Rental on Equipment for hauling ½"-0" to stock pile- $1.00 c.y.
Rental on Equipment for hauling Class B asphaltic concrete aggregate is .59¢ per c.y.

To explain this I bid a State job all in good faith, using what the State calls a prospective pit, or material source, and if there ever was a "dud", this was it! They showed a pit and a road going through the pit one place. After the contract was let, the road was moved back 600 ft. leaving what little rock that showed on Crown Zellerbach property. There was nothing but cinders and pumice left on the State Pit. I made a deal with Crown Zellerbach to get what looked like a pit but it turned out to be no good; the State had shot several holes in what rock there was. Therefore, I had to look for another source of material. After looking for six (6) weeks, I located a State Pit at Ft. Klamath, Oregon, without any assistance from the engineer. In fact, he did not know about the source until I located it.

After wasting six weeks looking for a source of material, my only thought was to get this contract completed. Therefore, I contracted with J.C. Compton to do the paving as he had a large plant and could do the job in less than one-half the time that it would take to do the job with my plant.

I then had to haul the rock 31 miles to the plant site. This is when I had S.D. Spencer come in to do the hauling, and as S.D. Spencer & Son are legal licensed P.U.C. and I.C.C. haulers I didn't feel they were sub-contractors and, therefore, did not have them listed as such until after the job was completed because Mr. Dunn, the engineer kept after me for a sub-contract.

It would have been easier if I had carried their payroll; then they would not have had to be listed as sub-contractors. We have carried other subs this way before, but as this was so late in the job, I listed them as a sub-contractor since they were carrying their own payroll.

I have done a lot of job with the State of Oregon and have had fair treatment until this job.

I still think I should be paid for part of the hauling on this job from prospective pit to other source because this was mis-represented as a pit and location. Also, I asked for an extension of time caused by time lost looking for a new source but was turned down on both.

Maybe you can see fit to release my retainer as I can sure use it. I only lost $45,000 on this project.

Hoping the above meets with your approval, remain,

Sincerely yours,

ACME CONSTRUCTION CO.

N H Harner

N. H. Harner
Owner

NHH/ndm

RECEIVED
DEC 24 1969

FOR FILING

18-1139

7230

Agenda 39
#3
11-18-69

November 26, 1969

Acme Construction Company
P. O. Box 2038
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, considered your request for a 35-calendar workday time extension on Contract No. 7230 for paving and rock production on the Lenz Road-Kirk Road Section of The Dalles-California Highway in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sj
cc Frank Morgan
V. E. Skoog
J. F. Putnam
E. J. Dunn

E-[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 23, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 185 days, within which to complete our Contract No. 7230, without the assessment of liquidated damages. The said contract is described as follows:
Lenz Road-Kirk Road Section-The Dalles-California Hwy- Paving and Rock Production

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Time lost in searching for a suitable pit. On June 12th I gave up on the pit that was set up in the plans as a prospective pit. It was July 16th before I found present pit and decided it was the best I could find that would produce the necessary rock for this project.

Respectfully submitted,

ACME CONSTRUCTION CO.
Contractor

By N H Harner
N.H. HARNER - Owner

CONSENT OF SURETY

Date September 24, 1969

We, SEABOARD SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
BY: Victor S Risley
Victor S. Risley Attorney-in-fact
VICTOR S. RISLEY CO.
BY: Victor S Risley
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7230 Contractor Acme Construction Co.

Highway The Dalles - California

Section Lenz Road - Kirk Road

Kind of Work Paving & Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

By Article 6-2 of contract specifications, the State in no way guarantees the quantity or quality of a prospective source.

Recommended for Approval:

J F Putnam
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Jno Klaboe
Assistant State Highway Engineer

[illegible]

Contract No.	7230
Project designation	State State-Federal
Date awarded	April 22, 1969
Work started	May 5, 1969
Per cent completed	13 Sept. 27, 1969 Date
No. of Calendar Workdays Allowed	150
No. of Calendar Workdays Used	137
No. of Added Calendar Workdays Requested	35

4230

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lenz Road-Kirk Road	WEEK ENDING: November 22, 1969	SECTION PREFIX: 18-1139
HIGHWAY: The Dalles-California	COUNTY: Klamath	
NAME OF JOB: Lenz Road-Kirk Road	KIND OF WORK: Paving and Rock Production	
CONTRACTOR: Acme Construction Co.	CONTRACT NUMBER: 7230	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22, 1969	DATE WORK STARTED: May 5, 1969	ESTIMATED COMPLETION DATE: October 28, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 150	WORK DAYS USED / CALENDAR DAYS USED: Work 168
PROJECT AUTHORIZATION: $ 450,243.15	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 112
EXCLUSIVE OF ENGINEERING: $ 414,541.05	ENGINEERING AUTHORIZATION $ 35,702.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 421,248.00	ENGINEERING COST TO DATE $ 25,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: inc. Eng. 100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.6 %	PERCENT OF AUTHORIZATION 72 %	DATE PROJECT WAS COMPLETED: October 28, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Prot.	
				100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				16.0	16.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED				16.0	16.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			4,000 CY	26.0 Ton	39,800T-2,200T
TOTAL QUANTITIES CORRECTED TO DATE			3,995 CY	42.5 Ton	39,022T-2,606T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			"	"	" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-Cool Snow Flurries			
MONDAY	Clear-Cool			
TUESDAY	Overcast-Cool			
WEDNESDAY	Clear-Mild			
THURSDAY	Clear-Mild			
FRIDAY	Overcast-Cool			
SATURDAY	" "			

M E

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work on Project
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Engineering charges for this week: $600.00

Office personnel finished the Semi-final and submitted to Division Office Nov. 21, 1969.

All work on the project is complete with the exception of final cleanup of the Hot Plant Site. This final cleanup is holding up the third notification.

This is the last weekly report for the project.

cc: Const (2)
Div. (1)
File (1)

SIGNED E. J. Dunn E J Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
OCT 14 1969
FOR FILING

12-1139
7230

October 14, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
November 18, 1969 meeting

Acme Construction Company, contractor on the Lenz Road-Kirk Road Section of The Dalles-California Highway, Contract No. 7230, in Klamath County, has requested a 35-calendar workday time extension. The contractor cites as his reason difficulties in developing a suitable rock source.

This contract was awarded April 22 of this year and the contractor did explore two potential sources, one of which was State-controlled and offered as a prospective source, before he ultimately decided to secure the aggregates from a third source located much further away from the project. Almost three months elapsed in arriving at this conclusion, so actual crushing did not start until July 29. The State in no way guarantees the quantity or quality of a prospective source and it was the contractor's obligation to make his own conclusions in this respect.

We therefore do not believe there is a proper basis for granting time extension and recommend that the request be denied. The time allowed in the contract expired October 10 and project completion is estimated for around October 30. Liquidated damages accrue at the rate of $100 per day. This is a State project.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
J. F. Putnam

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7230 Contractor Acme Construction Co.

Highway The Dalles - California

Section Lens Road - Kirk Road

Kind of Work Paving & Rock Production

It is recommended that the reXXXX XXX XXcrease in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows: **By Article 6-2 of contract specifications, the State in no way guarantees the quantity or quality of a prospective source.**

Recommended for Approval:

J F Putman
Division Engineer

John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	7230
Project designation	State State-Federal
Date awarded	April 22, 1969
Work started	May 5, 1969
Per cent completed	13 Sept. 27, 1969 Date
No. of Calendar Workdays Allowed	150
No. of Calendar Workdays Used	137
No. of Added Calendar Workdays Requested	35

[illegible] (Rev.)—[illegible]—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 23, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 185 days within which to complete our Contract No. 7230, without the assessment of liquidated damages. The said contract is described as follows:
Lenz Road- Kirk Road Section - The Dalles-California Hwy- Paving and Rock production

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Time lost in searching for a suitable pit. On June 12th I gave up on the pit that was set up in the plans as a prospective pit. It was July 16th before I found present pit and decided it was the best I could find that would produce the necessary rock for this project.

Respectfully submitted,

ACME CONSTRUCTION CO.
Contractor

By N H Harner
N.H. HARNER - Owner

CONSENT OF SURETY

Date September 24, 1969

We, SEABOARD SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
BY: Victor S Risley
Attorney-in-fact
Victor S. Risley
VICTOR S. RISLEY CO.
BY: Victor S Risley
Resident Agent

(SEAL)

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1969

SUBJECT: Lenz Road-Kirk Road Section
Contract No. 7230
Request for Time Extension

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Acme Construction Company, contractor on the subject project, has requested a 35 calendar workday time extension because of "time lost in searching for a suitable pit".

This is an A. C. overlay project and the special provisions offered one State-controlled prospective material source. This was an undeveloped area and had not been used as a quarry previously. The day count started May 14, 1969. On May 5, the contractor started exploratory work in this prospective source. Later in May, the contractor undertook additional exploration on private property immediately adjacent to the State owned prospect. By June 16, the contractor had reconsidered and indicated that he was considering an entirely new source (Private) several miles away. By July 3, the contractor had again changed his plans and requested permission to use a different State-owned source which had been used in the past. This third source was near Fort Klamath some 28 miles haul distance from the southerly end of this project. The relative locations of the three sources considered are shown on a sketch map attached. Crushing operations then commenced on July 29.

The 150 calendar workdays allowed on this project will expire October 10. Paving is in progress and is estimated to be completed by October 30. Liquidated damages accrue at the rate of $100 per day.

Under Article 6-2, the State makes no guarantee as to the quantity or quality of the prospective source. I therefore do not believe there is proper grounds for a time extension. The situation here should not be considered as beyond the control of the contractor. To in any way admit otherwise might open the way for adjustment of price because the source actually used is so much farther from the project than the prospective one offered in the plans. (There were 2 other bidders on the project.)

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
MAY 13 1969

18-1139

May 12, 1969

Acme Construction Co.
P. O. Box 2038
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7230 for paving and rock production on the Lens Road-Kirk Road Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

Enclosure

cc: Seaboard Surety Company, San Francisco and New York
Victor S. Risley Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
E. J. Dunn
J. F. Putnam

RECEIVED
MAY 5 - 1969
FOR FILE

18-1139
7230

May 2, 1969

Acme Construction Co.
P. O. Box 2038
Vancouver, Washington 98661

Gentlemen:

Enclosed are three copies of Contract No. 7230 for $393,690 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving and rock production on the Lenz Road-Kirk Road Section of The Dalles-California Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 14, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
E. J. Dunn
J. F. Putnam

18-1141 Sprague R. Rd.-Bly Section, 1969
Klamath Falls-Lakeview Hwy., E. of
#7231 Kla. Falls (Pav. & Rock Prod.)

RECEIVED
FEB 4 - 1970
FOR FILIN

18-1141

1131

February 4, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 6, 1969, on Contract No. 7231. The contract was with Pacific Crushing Company and Gerald M. Endicott and was for paving on the Sprague River Road-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 4, 1970, and that you concur in this procedure at the Commission meeting on March 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
J. F. Putnam

srb fn

RECEIVED
FEB 5 - 1970

FOR FILING

18-1141
7231

February 4, 1970

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7231 awarded to Pacific Crushing Co. and Gerald M. Endicott for paving on the Sprague River Road-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County was completed on November 6, 1969, and accepted by the Highway Commission on February 4, 1970.

Final payment in the amount of $22,468.45 will be released to the contractor after February 11, 1970. The total contract amount is $502,998.90 including $6,835.19 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Pacific Crushing Co. and
  Gerald M. Endicott
 Ward Insurance Agency

 Frank Morgan
 Ivan Merchant
 V. E. Skoog
  Attn: John Herr
 J. F. Putnam

NOTED ON CARD
2-4-70 cR

18-1141
7231

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sprague River Road-Bly

WEEK ENDING: December 13, 1969

SECTION PREFIX: 18-1141

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

NAME OF JOB: Sprague River Road-Bly

KIND OF WORK: Paving

CONTRACTOR: Pacific Crushing Co. and Gerald M. Endicott

CONTRACT NUMBER: 7231

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: June 24, 1969

ESTIMATED COMPLETION DATE: November 6, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: -

WORK DAYS USED: -

SPECIFIED CALENDAR DAYS: (a) 75 (b) 175

CALENDAR DAYS USED: (a) 77 (b) 168

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: (a) 105 (b) 96

PROJECT AUTHORIZATION: $ 500,427.50

EXCLUSIVE OF ENGINEERING: $ 456,642.50

ENGINEERING AUTHORIZATION: $ 43,785.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 462,336.64

ENGINEERING COST TO DATE: $ 40,314.87

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.4

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.2 %

PERCENT OF AUTHORIZATION: 92 %

DATE PROJECT WAS COMPLETED: November 6, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	AC Agg. Prod.	
-	-	-	-	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			-	-	17.78
MILES PARTIALLY COMPLETED			-	-	17.89
MILES COMPLETED			-	-	17.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)			11,500 cy	47,000 ton	50,000.0 ton
TOTAL QUANTITIES CORRECTED TO DATE			12,047.4 cy	47,000 ton	50,080.8 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,047.4 cy	47,000 ton	50,080.8 ton
AVERAGE DAILY QUANTITIES			0.0 cy	0 ton	0 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			3/4-0 mat'l. Completed	0 ton	0 ton
NUMBER OF SHIFTS PER DAY			0	0	0
HOURS PER SHIFT			0	0	0

EQUIPMENT USED DURING THE WEEK:

None used

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-cold	0	0	Project completed
MONDAY	Snow	0	0	" "
TUESDAY	Snow flurries	0	0	" "
WEDNESDAY	Snow flurries	0	0	" "
THURSDAY	Showers	0	0	" "
FRIDAY	Rain	0	0	" "
SATURDAY		0	0	" "

Routing
Decker
Bond
Walker
Boehme
Johnsen
Gallagher
Stein

RECEIVED
DEC 15 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity.

REMARKS

No activity on project. Construction completed.

Semi-final estimate was submitted to Division Office Monday of this week.

FINAL REPORT

SIGNED W. Reid Merrill LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 5 1969

FOR FILING

18-1141

7231

June 5, 1969

Pacific Crushing Co.
& Mr. Gerald M. Endicott
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7231 for paving on the Sprague River Road-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or

Enclosure

cc: Argonaut Insurance Company
Ward Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
J. F. Putnam
W. Reid Meritt

RECEIVED
MAY 13 1969
FOR FILING

18-1141

7231

May 12, 1969

Pacific Crushing Co. and
Mr. Gerald M. Endicott
P. O. Box 1475
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7231 for $483,500 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the Sprague River Road-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
W. Reid Meritt
J. F. Putnam

126-1184 N.E. Killingsworth-S.E. Rhine 1969
on 82nd Ave., Cascade Hwy.
#7232 (Paving)

RECEIVED
DEC 9 - 1969
FOR FILING

126-1184

7232

December 9, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 8, 1969, on Contract No. 7232. The contract was with Cascade Construction Company and was for paving on the N. E. Killingsworth-S. E. Rhine Section of the Cascade Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. H. Young
F. D. Morgan
L. W. Rulien

srb sr

RECEIVED
DEC 10 1969

126-1184
7232

December 9, 1969

Rathbone, King & Seeley
510 S. W. 4th St.
Portland, Oregon 97204

Gentlemen:

Contract No. 7232 awarded to Cascade Construction Company for paving the N. E. Killingsworth-S. E. Rhine Section of the Cascade Highway in Multnomah County was completed on September 8, 1969, and accepted by the Highway Commission on December 9, 1969.

Final payment in the amount of $3,468 will be released to the contractor after December 16, 1969. The total contract amount is $66,534.77 including $600.95 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cascade Construction Co.
Foot of S. W. Abernethy St.
Portland, Oregon 97201

Hugh Lacey Insurance Agency
Woodlark Building
Portland, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

126-1184
7232

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: N.E. Killingsworth-S.E. Rhine	WEEK ENDING: November 1, 1969
		SECTION PREFIX: 126-1184
	HIGHWAY: Cascade	COUNTY: Multnomah
NAME OF JOB: N.E. Killingsworth-S.E. Rhine	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 7232	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22, 1969	DATE WORK STARTED: Sept. ~~2~~, 2, 1969	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED ~~CALENDAR~~ work DAYS 75	~~CALENDAR~~ work DAYS USED 35
PROJECT AUTHORIZATION: $ 96,000.00	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 47%
EXCLUSIVE OF ENGINEERING: $ 87,562.80	ENGINEERING AUTHORIZATION: $ 8,437.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 79,714.02	ENGINEERING COST TO DATE: $ 8,760.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED PERCENT: UNDERRUN 9 %	PERCENT OF AUTHORIZATION: 103.8 %	DATE PROJECT WAS COMPLETED: Sept. 8, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.53
MILES PARTIALLY COMPLETED					4.53
MILES COMPLETED					4.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,000 T
TOTAL QUANTITIES CORRECTED TO DATE					9,678 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9,678 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Cloudy			
TUESDAY	Showers			
WEDNESDAY	"			
THURSDAY	Lt. Showers			
FRIDAY	Fair			
SATURDAY				

Routing
M Decker
B Bond
Walker
Boehme
6 Johnsen
E
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 3 1969
CONSTRUCTION DIVISION

BEN GIFFORD

R. D. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate was submitted to Division I Office October 29, 1969.

SIGNED Roy W. Pyle LOCATION Portland, Oregon

Roy W. Pyle

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 11 1969

~~FOR FILING~~

136-1184
1232

August 11, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7232, the N. E. Killingsworth-S. E. Rhine paving project on the Cascade Highway in Multnomah County, is anticipated. Cascade Construction Company of Portland is the contractor. This is a State project for which the original authorization was $81,295. The present anticipated cost is $96,000, indicating an overrun of $14,705 or 18.09 percent.

By an oversight, funds were not included in this project for necessary adjustments of manholes, removing traffic markers, adjusting traffic signal detection devices, and extensive striping. All of these items are covered by State Force Orders.

This request for an additional authorization will be presented to you at the August 19 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
L. W. Rulien
V. E. Skoog
F. D. Morgan

DES:fw sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1969

SUBJECT: Overrun of Project Authorization
N.E. Killingsworth-S.E. Rhine Section
Contract No. 7232
Cascade Highway

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for paving is under contract to Cascade Construction Company of Portland. The original project authorization was $81,295.00. The present anticipated cost is $96,000.00, indicating an overrun of $14,705.00 or 18.09 percent.

The major reason for this overrun is the addition of five State Force Orders which were not anticipated nor funds provided in the project authorization. These necessary State Force Orders cover adjustment of manholes and appurtenances, striping (numerous left-turn refuges), removing of existing traffic markers and adjustment of traffic signal detection devices. These five work orders total more than $13,000.

It is recommended that the project authorization be increased by $14,705.00. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:DES:fw

Attach.

cc V. L. Gallagher

RECEIVED
AUG 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

Form E-372 (Rev. 10-66)

126-1184
7232

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project N. E. Killingsworth-S.E. Rhine
Date August 4, 1969
Highway Cascade
Contract No. 7232
County Multnomah
Kind of Work Paving
Contractor Cascade Construction Co.

	Authorized	Estimated
Contract Amount	69,500.00	69,500.00
Anticipated Items	1,500.00	1,500.00
Contingency (4½%)	3,195.00	16,562.80
Engineering	7,100.00	8,437.20
Credits		
PROJECT COST	81,295.00	96,000.00
NET INCREASE $		14,705.00 or 18.09%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) SFO No. 1- Adjust Water Manholes & Valve Boxes	3,450.00	+ 3,450.00
(U) SFO No. 2-Adjust Sewer Manholes & Mon. Boxes (City Of Port.)	3,799.80	+ 3,799.80
(U) SFO No.3- Traffic Striping	5,068.00	+ 5,068.00
(U) SFO No. 4-Remove Raised A.C. Traffic Markers	350.00	+ 350.00
(U) SFO No. 5-Replace Plate Detectors With Magnetic Loops	700100	+ 700.00
Total		+$13,367.80

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-19-69

Principal reasons for overruns (Continue on reverse side): None of the above listed work was anticipated and no funds were provided in the original authorization

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Roy W. Pyle
Resident Engineer
Roy W. Pyle

Noted by for
Construction or Bridge Engineer

Confirmed by
Asst Division Engineer

Noted by
Asst ~~Deputy~~ or State Highway Engineer

RECEIVED
MAY 21 1969
FOR FILING

126-118
7232

May 21, 1969

Cascade Construction Company
Foot of S.W. Abernethy Street
Portland, Oregon 97201

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7232 for paving on the N.E. Killingsworth-S.E. Rhine Section of the Cascade Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ur

Enclosure

cc: Rathbone, King & Seeley
Hugh Lacey Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
L. W. Rulien
Roy Pyle

RECEIVED
MAY 7 - 1969

FOR FILING

126-1184
7232

May 7, 1969

Cascade Construction Company
Foot of S.W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

Enclosed are three copies of Contract No. 7232 for $69,500 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the N.E. Killingsworth-S.E. Rhine Section of the Cascade Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 19, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
Roy Pyle
L. W. Rulien

2-1123 Marys River-Goodnight Ave. 1969
(Corvallis) Section, Pacific Hwy. W.
#7233 (Paving)

RECEIVED
SEP 9 - 1969
FOR FILING

2-11-23

7233

September 10, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 16, 1969, on Contract No. 7233. The contract was with Morse Brothers, Inc., and was for paving on the Marys River-Goodnight Avenue (Corvallis) Section of the Pacific Highway West in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 10, 1969, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

RECEIVED
NOV 1 1969
FOR FILING

2-1123

7233

September 10, 1969

General Insurance Company of America
Portland Service Office
520 S.W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7233 awarded to Morse Bros., Inc., for paving in the city of Corvallis on the Marys River-Goodnight Avenue Section of the Pacific Highway West in Benton County was completed July 16, 1969, and accepted by the Highway Commission on September 10, 1969.

Final payment in the amount of $1,700.25 will be released to the contractor after September 17, 1969. The total contract amount is $28,626.59 including $2,721.01 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

R. D. Asburry
Frank Morgan
V. E. Skoog
Attn: John Herr

2-1123
7233

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mary's River-Goodnight Ave. (Corvallis)

WEEK ENDING: Aug. 9,1969

SECTION PREFIX: 2-1123

HIGHWAY: Pacfic West

COUNTY: Benton

NAME OF JOB: Mary's River-Goodnight Ave.(Corvallis)

KIND OF WORK: Paving

CONTRACTOR: Morse Bros. Inc.

CONTRACT NUMBER: 7233

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22,1969

DATE WORK STARTED: June 16, 1969

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 60

WORK DAYS USED:

CALENDAR DAYS USED: 55 at completion

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 92 at completion

PROJECT AUTHORIZATION: $ 39,279.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 35,848.72

ENGINEERING AUTHORIZATION: $ 3,430.50

None this wk.

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,600

ENGINEERING COST TO DATE: $ 4,150

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 18 %

PERCENT OF AUTHORIZATION: 124 %

DATE PROJECT WAS COMPLETED: July 16, 1969

SEMIFINAL ESTIMATE MAILED TO DIVISION OFFICE AUG. 9, 1969.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.57
MILES PARTIALLY COMPLETED					1.57
MILES COMPLETED					1.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4800 Ton
TOTAL QUANTITIES CORRECTED TO DATE					3459 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3459 Ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					Completed
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

FINAL REPORT

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Partly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
P[illegible]
[illegible]
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 1 1 [illegible]
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

CONTRACT WORK COMPLETE

SEMIFINAL ESTIMATE MAILED TO DIVISION OFFICE AUG. 9, 1969

FINAL REPORT

SIGNED L.L. MacIntyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 22 1969
FOR FILE

2-1123

7233

May 22, 1969

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7233 for paving on the Marys River-Goodnight Avenue Section in the City of Corvallis of Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

Enclosure

cc: General Insurance Company of America
Mr. Roland King
D. J. Barbee
F. D. Morgan
I. D. Merchant
R. D. Asburry
L. L. MacIntyre

C

RECEIVED
MAY 13 1969
FOR FILE
2-1123
7233

May 12, 1969

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

Enclosed are three copies of Contract No. 7233 for $34,005 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the Marys River-Goodnight Avenue Section in the City of Corvallis of the Pacific Highway West in Benton County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
L. L. MacIntyre
R. D. Asburry

26-1187 Union Ave.-102nd Ave. Section, 1969
Columbia R. Hwy. in Portland
#7234 (Paving)

RECEIVED
NOV 18 1969
[illegible]

26-1187
7234

November 17, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 30, 1969, on Contract No. 7234. The contract was with Cascade Construction Company and was for paving on the Union Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
L. W. Rulien

srb sr

RECEIVED
NOV 18 1969

26-1187
7234

November 17, 1969

Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7234 awarded to Cascade Construction Company for paving on the Union Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County was completed on July 30, 1969, and accepted by the Highway Commission on November 17, 1969.

Final payment in the amount of $7,768.41 will be released to the contractor after November 24, 1969. The total contract amount is $135,989.33 including $1,713.13 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Cascade Construction Company
Foot of S.W. Abernethy St.
Portland, Oregon 97201

Hugh Lacey Insurance
Woodlark Building
Portland, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Herr
L. W. Rulien

NOTED ON CARD
11-17-69 cR

FORM E-1 (REV. 12-66) 26-1187
7234

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Union Ave.-102nd Ave.	WEEK ENDING: Sept. 27, 1969	SECTION PREFIX 26-1187
HIGHWAY Columbia River	COUNTY Multnomah	
NAME OF JOB Union Ave.-102nd. Ave.	KIND OF WORK Paving	
CONTRACTOR Cascade Construction Co.	CONTRACT NUMBER 7234	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 22, 1969	DATE WORK STARTED June 17, 1969	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS Work SPECIFIED CALENDAR DAYS 100	WORK DAYS USED Work CALENDAR DAYS USED 68
PROJECT AUTHORIZATION: $ 176,873.86	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 68%
EXCLUSIVE OF ENGINEERING: $ 162,848.62	ENGINEERING AUTHORIZATION $ 14,025.24 Charges this week 1,761.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 144,906.61	ENGINEERING COST TO DATE $ 20,761.81	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: XXXXXX UNDERRUN 11 %	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED: July 30, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.13
MILES PARTIALLY COMPLETED					6.13
MILES COMPLETED					6.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)					21,400T
TOTAL QUANTITIES CORRECTED TO DATE					18,879T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					18,879T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calender WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	Cloudy			
FRIDAY	Fair			
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Buehme
Johnsen
P[illegible]
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 2 9 [illegible]
CONSTRUCTION
DIVISION

NOTED
R. G. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate was submitted to Division office September 23, 1969.

SIGNED Roy W. Pyle LOCATION Portland, Oregon

Roy W. Pyle

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

DECEIVED
MAY 23 1969

26-1187

7234

May 23, 1969

Cascade Construction Company
Foot of S.W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7234 for paving on the Union Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc: Rathbone, King & Seeley
Hugh Lacey Insurance
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. E. Johnson
Roy Pyle

RECEIVED
MAY 14 1969
FOR FILING

26-1187
7234

May 13, 1969

Cascade Construction Company
Foot of S.W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

Enclosed are three copies of Contract No. 7234 for $152,336 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the Union Avenue-102nd Avenue Section of the Columbia River Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 24, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
Roy Pyle
A. E. Johnson

31-1118 Sand Ridge Rd.-Rhinehart Section 1969
Wallowa Lake Hwy. near Island City
#7235 (Paving)

RECEIVED
DEC 5 1969
FOR FILING
31-1118
7235

January 2, 1970

The Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $930 will be made to R. S. Schnell and Company on Contract No. 7235 for paving the Sand Ridge Road-Rhinehart Section of the Wallowa Lake Highway in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $249,180.95 including the post-final payment. Of the total $2,001.21 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkm

cc R. S. Schnell & Co.
880 W. Ridgway
Hermiston, Oregon 97838

Schroth Insurance Agency
211 Main Street
Hermiston, Oregon 97838
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
JAN 2? 1970

FOR FILING
31-1118
7235

c

#11

December 30, 1969

E. S. Schnall & Company
880 W. Ridgeway
Hermiston, Oregon 97838

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, granted your request for a nine-day extension of time, without assessment of liquidated damages, on Contract No. 7235 for paving the Sand Ridge Road-Rhinehart Section of the Wallowa Lake Highway in Union County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc F. D. Morgan
V. L. Skoog
H. S. Coulter
J. C. Hiatt

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1969

SUBJECT: Sand Ridge Road-Rhinehart Section
Contract No. 7235
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

E. S. Schnell Company has requested a 9-day time extension on this project because of alleged late delivery of some guardrail. This was an overlay project on the Wallowa Lake Highway and the only guardrail on the project was four short runs at each corner of the Willow Creek Bridge.

Although not mentioned by the contractor, we find there was a delay in submitting the contract originally. Even on calendar workday projects, we have been recognizing this as a reason for extension because the specifications make no exception for day count type of jobs. This was one of the exceptionally large number of projects for which bids were opened April 17 and 18. Due to the heavy load of paperwork to prepare all the contracts, some of them were not submitted within the 20 days allowed. On the subject project, 25 days elapsed, so 5 days extension for this reason is valid.

The contract allowed 150 calendar workdays which elapsed October 19. Paving was actually completed September 9 and guardrail installation started October 1. Apparently it was discovered at that time that rail had not been ordered for the double element installations extending 25 feet on each run from the ends of the bridge. This is required in accordance with Standard Drawing 2094A which was included in the project plans. The contractor went ahead and made the guardrail installations with just single rails and then had to wait about three weeks to get another hundred feet of rail which was installed on October 28 with 9 days of liquidated damages accrued at $100 per day for $900.

We would regard the addition of this comparatively small amount of rail to conform to the double element plan as a very minor item. For all practical purposes, the project was completed within the time allowed. A stop work order could have been used in this situation to conserve the time, but was not. We believe 4 days additional for late guardrail work is justified.

We also note that the engineering underran about 40 percent. We therefore recommend that the 9-day extension be granted. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
DEC 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7235 Contractor E. S. Schnell & Co.

Highway Wallowa Lake

Section Sand Ridge Road - Rhinehart

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

~~Granted xxx See attached letter~~.

Recommend 5 days for late submission of contract plus 4 days to allow for very minor late guardrail work.

Recommended for Approval:

Alfred Shirley
Asst. Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

J N Klaboe
Assistant State Highway Engineer

Contract No.	7235
Project designation	Sand Ridge Rd.-Rhinehart
State-Federal	
Date awarded	April 22, 1969
Work started	July 16, 1969
Per cent completed	100
Date	
No. of Workdays Allowed	150
No. of Workdays Used	159
No. of Added Workdays Requested	9

SP-2206-734

E-280 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 11,24, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 159 days, within which to complete our Contract No. 7235, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Completed paving Sept. 9, 1969. Completed guard rail Oct. 4, 1969, except for 100 ft. of double thickness rail and four end sections. This material could not be delivered from Armco until Oct. 28, 1969. This caused the delay, but it was installed the same day it was delivered.

Respectfully submitted,

E.S. SCHNELL AND CO.
Contractor

By E S Schnell
E.S. Schnell

CONSENT OF SURETY

Date November 24, 1969

We, Travelers Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

The Travelers Indemnity Company
Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— Norman H. Schroth of Hermiston, Oregon ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 11. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 13. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> **VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.**

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 6th day of May 19 68.

THE TRAVELERS INDEMNITY COMPANY

By G. Roger Wheeler

Secretary, Fidelity and Surety

State of Connecticut, County of Hartford—ss:

On this 6th day of May in the year 1968 before me personally came G. Roger Wheeler to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

Margaret D.

——— Norman H. Schroth of Hermiston, Oregon ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 11. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 13. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 6th day of May 19 68.

THE TRAVELERS INDEMNITY COMPANY

By G Roger Wheeler

Secretary, Fidelity and Surety

State of Connecticut, County of Hartford—ss:

On this 6th day of May in the year 1968 before me personally came G. Roger Wheeler to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

MARGARET D. TUTTLE

Margaret D. Tuttle

Notary Public

My commission expires April 1, 1969

(Over)

CERTIFICATION

I, E. A. Houser III, Assistant Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 11. and 13. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 24th day of Nov. 1969

Assistant Secretary, Fidelity and Surety

S-1869 (BACK)

RECEIVED
DEC 22 1969
FOR FILING

31-1118

7235

December 19, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 11
December 23, 1969 meeting

E. S. Schnell Company has requested a nine-day time extension on the Sand Ridge Road-Rhinehart resurfacing project on the Wallowa Lake Highway in Union County, Contract No. 7235. The contractor cites late delivery of a relatively small quantity of guardrail material as the reason for late completion.

This was one of an exceptionally large number of projects for which bids were opened April 17 and 18. Due to the heavy load of paperwork to prepare all of the contracts, this one was not submitted to the contractor until five days more than the specifications permit had elapsed. This justified a five-day time extension.

The paving, which was the major item on this contract, was completed and most of the guardrail installed before the contract time allowed had elapsed. Apparently because of misinterpreting a guardrail plan, the contractor had to secure some additional guardrail elements and hardware at a very late stage of the project. This material was needed to provide the double thickness of rail for extra strength at a bridge end as required by the project plans. Traffic had complete use of the project during the time this material was on order and when it was delivered, it was promptly installed in one day.

I therefore recommend an extension of nine days which will delete all liquidated damages. This was a State project.

RECEIVED
DEC 22 1969
FOR FILING

31-1118

7235

December 19, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 11
December 23, 1969 meeting

E. B. Schnell Company has requested a nine-day time extension on the Sand Ridge Road-Rhinehart resurfacing project on the Wallowa Lake Highway in Union County, Contract No. 7235. The contractor cites late delivery of a relatively small quantity of guardrail material as the reason for late completion.

This was one of an exceptionally large number of projects for which bids were opened April 17 and 18. Due to the heavy load of paperwork to prepare all of the contracts, this one was not submitted to the contractor until five days more than the specifications permit had elapsed. This justified a five-day time extension.

The paving, which was the major item on this contract, was completed and most of the guardrail installed before the contract time allowed had elapsed. Apparently because of misinterpreting a guardrail plan, the contractor had to secure some additional guardrail elements and hardware at a very late stage of the project. This material was needed to provide the double thickness of rail for extra strength at a bridge end as required by the project plans. Traffic had complete use of the project during the time this material was on order and when it was delivered, it was promptly installed in one day.

I therefore recommend an extension of nine days which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
H. S. Coulter
F. D. Morgan

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7235 Contractor E. S. Schnell & Co.

Highway Wallowa Lake

Section Sand Ridge Road - Rhinehart

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxx.

Recommend 5 days for late submission of contract plus 4 days to allow for very minor late guardrail work.

Recommended for Approval:

Asst. Division Engineer

Construction Engineer or Bridge Engineer

W Kloto

Assistant State Highway Engineer

Contract No.	7235
Project designation State-Federal	Sand Ridge Rd.-Rhinehart
Date awarded	April 22, 1969
Work started	July 16, 1969
Per cent completed Date	100
No. of Workdays Allowed	150
No. of Workdays Used	159
No. of Added Workdays Requested	9

SP-6200-784

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 11-24, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 159 days, within which to complete our Contract No. 7235, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Completed paving Sept. 9, 1969. Completed guard rail Oct. 4, 1969, except for 100 ft. of double thickness rail and four end sections. This material could not be delivered from Armco until Oct. 28, 1969. This caused the delay, but it was installed the same day it was delivered.

Respectfully submitted,

E.S. SCHNELL AND CO.
Contractor

By E S Schnell
E.S. Schnell

CONSENT OF SURETY

Date November 24, 1969

We, Travelers Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

(SEAL)

RECEIVED
DEC 16 1969
FOR FILIN

31-1118

7235

December 15, 1969

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7235 awarded to E. S. Schnell & Company for paving on the Sand Ridge Road-Rhinehart Section of the Wallowa Lake Highway in Union County was completed on October 28, 1969 and accepted by the Highway Commission on December 12, 1969.

Final payment in the amount of $11,559 will be released to the contractor after December 22, 1969. The total contract amount is $248,280.55 including $2,001.21 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc E. S. Schnell & Co.
880 N. Ridgeway
Hermiston, Oregon 97838

Schroth Insurance Agency
411 Main Street
Hermiston, Oregon 97838

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
DEC 15 1969
FOR FILING
31-1118
7235

December 12, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 28, 1969, on Contract No. 7235. The contract was with E. S. Schmall & Company and was for paving on the Sand Ridge Road-Rhinehart Section of the Wallowa Lake Highway in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 12, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

31 - 1118
7235

Const.
Final Report No. 15 C

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sand Ridge Road-Rinehart	WEEK ENDING: October 31, 1969	SECTION PREFIX: 31-1118
HIGHWAY: Wallowa Lake	COUNTY: Union	
NAME OF JOB: Sand Ridge Road - Rinehart	KIND OF WORK: Paving	
CONTRACTOR: E. S. Sehnell	CONTRACT NUMBER: 7235	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22, 1969	DATE WORK STARTED: July 16, 1969	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 (1 day) SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 159
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 378,726.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 348,965.60	ENGINEERING AUTHORIZATION: $ 30,031.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 349,505.00	ENGINEERING COST TO DATE: $ 16,985.00	DATE PROJECT WAS COMPLETED: October 28, 1969
ESTIMATED PERCENT: ~~OVERRUN~~ ~~UNDERRUN~~ Underrun 3 %	PERCENT OF AUTHORIZATION: 57 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					9.81
MILES PARTIALLY COMPLETED					XXXX
MILES COMPLETED					9.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)					30,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE					31,370 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					31,370 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	26	Ptly Cldy			
MONDAY	27	Ovrcst, Shwrs			
TUESDAY	28	Ovrcst, Shwrs			
WEDNESDAY	29	Clear, Moderate			
THURSDAY	30	Clear, Moderate			
FRIDAY	31	Clear, Moderate			
SATURDAY	25	Clear, Moderate			

Routing
Morgan M
Decker
Walker
Litchfield

RECEIVED
NOV 3 1969
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	26	No activity
MONDAY	27	No activity
TUESDAY	28	Contractor installed the final 100 feet of guard rail (for double thickness at bridge ends) and the remaining 4 end sections.
WEDNESDAY	29	No activity
THURSDAY	30	No activity
FRIDAY	31	No activity
SATURDAY	25	No activity

REMARKS

The installation of the final 100 feet of guard rail and 4 end sections completes work under the contract.

SIGNED J C Hutt LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 23 1969

31-1118

7235

May 23, 1969

E. S. Schnell & Co.
880 W. Ridgeway
Hermiston, Oregon 97838

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7235 for paving on the Sand Ridge Road-Rhinehart Section of the Wallowa Lake Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sp
Enclosure

cc: The Travelers Indemnity Company
Schroth Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. F. Parson
J. C. Hiatt

RECEIVED
MAY 13 1969
FOR FILING
31-1118
7235

C

May 12, 1969

E. S. Schnell & Co.
880 W. Ridgeway
Hermiston, Oregon 97838

Gentlemen:

Enclosed are three copies of Contract No. 7235 for $231,180 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving the SandRidge Road-Rhinehart Section of the Wallowa Lake Highway in Union County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Enclosure

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. V. McCauley (SIAC)
A. F. Parson
J. C. Hiatt

RECEIVED
APR 2 - 1969

FOR [illegible]

31-1118
7235

Salem, Oregon 97310
April 2, 1969

Mr. L. H. Young
Program and Planning Engineer
BUILDING

The new overlay program contains an item to perform oil work in Division 4 at a cost of about $160,000. Please reduce this to $60,000 (the information as to where to spend this $60,000 should be obtained from Mr. Hunter) and use the remaining $100,000 for state forces work to widen the section between Sand Ridge Road and Rhinehart on the Wallowa Lake Highway. I believe that Mr. Hunter can give you more information concerning this state forces order.

It will, of course, be necessary to add to the existing project authorization the $100,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: D. J. Barbee

33-1116 Willow Creek-Simnasho Rd. Section 1969
Warm Springs Hwy., NW of Madras
#7236 (Paving)

RECEIVED
DEC 5 1969
FOR FILING

33-1116

7236

January 2, 1970

St. Paul Fire & Marine Ins. Co.
Portland Office
1900 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On December 23, 1969, we wrote to you concerning release of final payment on Contract No. 7236 awarded to Interstate Paving Company for paving the Willow Creek-Simnasho Road Section of the Warm Springs Highway in Wasco County.

Final payment on this contract is $6,972.41 and the total contract amount is $136,500.86 including $1,529.99 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97058

L. W. Rulien
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr

RECEIVED
DEC 28 1969

FOR FILING

33-1116
7236

December 22, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 24, 1969, on Contract No. 7236. The contract was with Interstate Paving Company and was for paving on the Willow Creek-Simnasho Road Section of the Warm Springs Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H.YYoung

srb wr

33-1116
1336

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Willow Creek-Simnasho Rd.	WEEK ENDING: November 1, 1969 SECTION PREFIX: 33-1116
	HIGHWAY: Warm Springs	COUNTY: Wasco
NAME OF JOB: Willow Creek-Simnasho Rd	KIND OF WORK: Paving	
CONTRACTOR: Interstate Paving Co	CONTRACT NUMBER: 7236	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22, 1969	DATE WORK STARTED: August 26, 1969	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED ~~CALENDAR~~ work DAYS 150	WORK DAYS USED ~~CALENDAR~~ work DAYS USED 125
PROJECT AUTHORIZATION: $ 156,045.47	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 83%
EXCLUSIVE OF ENGINEERING: $ 143,671.82	ENGINEERING AUTHORIZATION: $ 12,373.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,252.70	ENGINEERING COST TO DATE: $ 12,271.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.1 %	PERCENT OF AUTHORIZATION: 99 %	DATE PROJECT WAS COMPLETED: September 24, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.00
MILES PARTIALLY COMPLETED					6.00
MILES COMPLETED					6.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,000 T
TOTAL QUANTITIES CORRECTED TO DATE					13,374 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					13,374 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Cloudy			
TUESDAY	Showers			
WEDNESDAY	"			
THURSDAY	Lt. Showers			
FRIDAY	Fair			
SATURDAY				BEN GIFFORD

RECEIVED
NOV 3 1969
CONSTRUCTION DIVISION

Routing
Morgan M
Becker
Bond B
Walker
Boehme
Johnson G
Litchfield
Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate was submitted to Division I Office October 29, 1969.

SIGNED Roy W. Pyle LOCATION Portland, Oregon

Roy W. Pyle

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 29 1969
FOR FI

33-1116
7236

May 28, 1969

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7236 for paving on the
Willow Creek-Simnasho Road Section of
the Warm Springs Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: St. Paul Fire & Marine Insurance Company
D. J. Barbee
F. D. Morgan
I. D. Merchant
Roy Pyle
L. W. Rulien

RECEIVED
MAY 18 1969
FOR FILING

33-1116

7236

May 12, 1969

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97058

Gentlemen:

Enclosed are three copies of Contract No. 7236 for $134,485 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving the Willow Creek-Simnasho Road Section of the Warm Springs Highway in Wasco County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Enclosure

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
L. W. Bulien
Roy Pyle

2-8307 Alsea Rock Production Project, on 1969
Alsea & Alsea-Deadwood Hwys. near
#7237 Alsea

RECEIVED
AUG 15 1969
FOR FILING

2-8307

7237

August 15, 1969

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7237 awarded to Corvallis Sand & Gravel Co. for the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways in Benton County was completed on June 23, 1969, and accepted by the Highway Commission on August 14, 1969.

Final payment in the amount of $3,013.00 will be released to the contractor after August 22, 1969. The total contract amount is $61,239.49 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

cc: Corvallis Sand & Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

R. D. Asburry
F. D. Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
AUG 15 1969

FOR FILING

2-8307

7237

August 14, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed June 23, 1969, on Contract No. 7237. The contract was with Corvallis Sand and Gravel Company and was for rock production on the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

2-8307
7237

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Alsea Rock Production		WEEK ENDING: July 12, 1969
		SECTION PREFIX: 2-8307
HIGHWAY: Alsea - Alsea Deadwood		COUNTY: Benton
NAME OF JOB: Alsea Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Corvallis, Sand & Gravel Co.	CONTRACT NUMBER: 7237	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22nd, 1969	DATE WORK STARTED: June 22nd, 1969	ESTIMATED COMPLETION DATE: completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 68,997.70	SPECIFIED COMPLETION DATE: July 15, 1969	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 62,971.70	ENGINEERING AUTHORIZATION: $ 6,026.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,239.49	ENGINEERING COST TO DATE: $ 3,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %	PERCENT OF AUTHORIZATION: 58 %	DATE PROJECT WAS COMPLETED: June 23rd, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0		
MILES PARTIALLY COMPLETED			0		
MILES COMPLETED			0		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			14,228 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,228 cy		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Completed		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Partly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Partly Cloudy			
SATURDAY	Partly Cloudy (EST)			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Litchfield
Gallagher
Stein

RECEIVED
JUL 11 1969
CONSTRUCTION DIVISION

NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	No work

REMARKS

FINAL REPORT

Semi-final estimate mailed to Division Office July 7th. 1969

SIGNED L. L. MacIntyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 22 1969

FOR FILING
2-8307
7237

May 22, 1969

Corvallis Sand & Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7237 for rock production on the Alsea Section of the Alsea and Alsea-Deadwood Highways in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ur
Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Bates & Bates
D. J. Barbee
F. D. Morgan
I. D. Merchant
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAY 7 - 1969

FOR FILING
2-8307
7237

May 6, 1969

Corvallis Sand & Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

Enclosed are three copies of Contract No. 7237 for $60,260 awarded to you by the State Highway Commission on April 22, 1969. This contract is for the Alsea Rock Production Project on the Alsea and Alsea-Deadwood Highways in Benton County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 15, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
L. L. MacIntyre
R. D. Asburry

3-1618 Gladstone Section, Arlington St. 1969
at Pacific Hwy. E.
#7238 (Traffic signals)

(YA) 3631

RECEIVED
APR 3 - 1970
FOR [illegible]

3-1618

7238

April 2, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed January 22, 1970, on Contract No. 7238. The contract was with McCoy Electric Company and was for a traffic signal installation on the Gladstone Section of the Pacific Highway East in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 2, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
I. D. Merchant
F. D. Morgan
L. H. Young
L. W. Rulien

srb fn

RECEIVED
APR 3 - 1970

FOR FILES

S-1618

7238

April 2, 1970

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7238 awarded to McCoy Electric Company for a traffic signal installation in Gladstone on the Pacific Highway East in Clackamas County was completed on January 22, 1970, and accepted by the Highway Commission on April 2, 1970.

Final payment in the amount of $1,302.75 will be released to the contractor after April 9, 1970. The total contract amount is $25,130 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc McCoy Electric Co.
2002 S. E. Clinton St.
Portland, Oregon 97202

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Rulien

3-1618
7238

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Gladstone	WEEK ENDING: 2-7-70
		SECTION PREFIX 3-1618
	HIGHWAY Pacific Hwy. East	COUNTY Clackamas
NAME OF JOB Gladstone	KIND OF WORK Traffic Signal Installation	
CONTRACTOR McCoy Electric Company	CONTRACT NUMBER 7238	FEDERAL AID PROJECT NUMBER -
DATE OF CONTRACT April 22, 1969	DATE WORK STARTED Sept. 8, 1969	ESTIMATED COMPLETION DATE Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS A)169 B)240	WORK DAYS USED CALENDAR DAYS USED A) 169 B) 240
PROJECT AUTHORIZATION: $ 29,077.27	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED A) 100% B) 100%
EXCLUSIVE OF ENGINEERING: $ 26,537.77	ENGINEERING AUTHORIZATION $ 2,539.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 25,072.00	ENGINEERING COST TO DATE $ 2,381.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94.5%
ESTIMATED PERCENT UNDERRUN 5.5 %	PERCENT OF AUTHORIZATION 93.8 %	DATE PROJECT WAS COMPLETED: A) 11-12-69 B) 1-22-70

Date Semi-final Submission
Anticipated: 2-10-70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Feb. 1 SUNDAY	Cloudy			
Feb. 2 MONDAY	Cloudy			
Feb. 3 TUESDAY	Partly Cloudy			
Feb. 4 WEDNESDAY	Cloudy			
Feb. 5 THURSDAY	Rain			
Feb. 6 FRIDAY	Rain			
Feb. 7 SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
FEB 9 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Feb. 1 **SUNDAY**	Project has been completed and contractor has completed the removal of equipment and the cleaning up of the site. No work all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Complete.

Const. Div. (2)
Bridge Div.
Traffic Div.
Div. Engr.
File

SIGNED Charles W. Foster LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JAN 27 1970
FOR FILING

3-1648
7238

#2

December 30, 1969

McCoy Electric Company
2002 S. E. Clinton Street
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, granted an additional 24 days to complete Unit A of Contract No. 7238 for installation of traffic signals in Gladstone on the Pacific Highway East in Clackamas County, thereby eliminating all liquidated damages on Unit A.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc F. D. Morgan
Ivan Merchant
V. E. Skoog
L. W. Rulien
Robert Cotton

C

RECEIVED
NOV 25 1969
FOR FILING

3-1618
7238

November 25, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
December 23, 1969 meeting

McCoy Electric Company, contractor for installation of traffic signals on the Gladstone Section of the Pacific Highway East in Clackamas County, Contract 7238, has requested that he be granted an additional 30 days without assessment of liquidated damages to complete Unit A of the contract. The contractor contends that noncompletion of certain work by others on the project site prevented him from completing his work on time. The request was for six more days than were actually needed.

The contract allotted 145 calendar days to complete Unit A of the work, which forecast a completion date of October 19, 1969. The work was actually completed November 12, 1969, with 169 calendar days charged. This is an overrun of 24 calendar days.

Completion of Unit A of the contract by the contractor was contingent on the completion of certain roadway widening, drainage and channelization work by State forces and the City of Gladstone. Delay in completion of this work prevented the contractor from completing Unit A of the contract work on time.

This is a condition beyond the contractor's control and I recommend the requested increase be granted. This waives all liquidated damages on Unit A of the work.

Current information indicates that Unit 3 of the contract will be completed within the allotted calendar days.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
L. W. Rulien

CAG:dh sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7238 Contractor McCoy Electric

Highway Pacific East

Section Gladstone

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 24 days without assessment of liquidated damages on Unit A because of delays occasioned to contractor's work by work of others in the project area.

Recommended for Approval:

Allan [illegible]
Asst ~~Division~~ Division Engineer

Irvin V. Merchant
~~Construction Engineer~~ or Bridge Engineer

State Highway Engineer

SP*0206-734

Contract No. 7238

Project designation State State-Federal

Date awarded May 16, 1969 ~~[illegible]~~

Work started Sept. 8, 1969

Per cent completed 15% Date

No. of Workdays Allowed (a) 145 (b) 240

No. of Workdays Used (a) ~~150~~ 169 (b) ~~150~~ 172

No. of Added Workdays Requested (a) ~~30~~ 24 (b) 0

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 7 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 24, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 145 days to 175 days, within which to complete our Contract No. 7238 (a), without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Progress was stopped from Sept. 22 to Oct. 27. Highway Dept. was installing new curbs and paving. City of Gladstone was installing storm sewer.

Respectfully submitted,

Mabey Electric Company
Contractor

By John Kugler

CONSENT OF SURETY

Date NOVEMBER 3, 1969

We, GREAT AMERICAN INSURANCE COMPANY
, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C. Reed
Attorney-in-fact
FRED C. REED

(SEAL)

WELLS-REED-WOOD-WEST Co.
Resident Agent

BY: Fred C. Reed
Resident Agents;

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7238 Contractor McCoy Electric

Highway Pacific East

Section Gladstone

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 24 days without assessment of liquidated damages on Unit A because of delays occasioned to contractor's work by work of others in the project area.

Recommended for Approval:

Asst Division Engineer

Ivan V. Merchant
~~Construction Engineer~~
Bridge Engineer

Asst State Highway Engineer

Contract No. 7238

Project designation State
State-Federal

Date awarded ~~April 22, 1969~~ May 16, 1969

Work started Sept. 8, 1969

Per cent completed 15%

Units

No. of Workdays Allowed (a) 145 (b) 240

No. of Workdays Used (a) ~~[illegible]~~ 169 (b) ~~[illegible]~~ 172

No. of Added Workdays Requested (a) ~~30~~ 24 (b) 0

E-320 (Rev.)—5M—9-64

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 7 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 24, 1969

Gentlemen:

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The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Progress was stopped from Sept. 22 to Oct. 27. Highway Dept. was installing new curbs and paving. City of Gladstone was installing storm sewer.

Respectfully submitted,

McCoy Electric Company
Contractor

By John Kiegler

CONSENT OF SURETY

Date NOVEMBER 3, 1969

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
FRED C. REED Attorney-in-fact

(SEAL)

WELLS-REED-WOOD-WEST Co.
Resident Agent
BY:
Resident Agents;

RECEIVED
MAY 29 1969

FOR FILE

3-1618

7238

May 29, 1969

McCoy Electric Company
2002 S.E. Clinton Street
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7238 for traffic signal installation on the Gladstone Section of the Pacific Highway East in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: Great American Insurance Company
Wells-Reed-Wood-West Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
L. W. Rulien
R. V. Cotton

RECEIVED
JUN 26 1969

FOR FILING

3 - 1618

7238

May 16, 1969

McCoy Electric Company
2002 S.W. Clinton Street
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for traffic signal installation on the Gladstone Section of Pacific Highway East in Clackamas County for the sum of $24,895 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Gladstone is received and the sum of $3,000 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7238.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 28, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. V. Cotton
L. W. Rulien
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)

RECEIVED
OCT 18 1968
FOR FILING
FORM 5-30 (12-67)

3-1618
7238

Cross Referenced To:
Mains
Hwy
Lights
Gladstone

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
October 17, 1968

To: L. W. Kulien
Division I Engineer
MILWAUKIE

SUBJECT: Safety Improvement Project
US99E and Arlington Street
Gladstone

6739
6869
6266
6126
6516

Attached are sketch plans showing widening and left-turn channelization at US99E and Arlington Street in Gladstone. It is understood that the original cost of this widening has been reduced from $22,000 to an estimated $8,000.

Based on the revised cost, will you proceed at your convenience to have the widening and channelization installed. This work is part of a safety project which also includes the conversion of the existing signal from two-phase to three-phase operation. A contract will be let on the traffic signal portion of the work in the immediate future. The construction work and the traffic signal work should be coordinated by your office. The entire project, inclusive of the channelization and the widening, has been approved by the Commission and is chargeable to Minor Betterment Funds that have been set up for this work.

Will you please proceed on this basis and give me a machine copy of the work order when it has been written.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

cc: Tom Edwards
E. S. Hunter

NOTED
TOM EDWARDS

RECEIVED
OCT 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 3 1968
FOR
3-1618

7238

4 h

October 3, 1968

MISC. CONTRACTS and
AGREEMENTS No. 563

10-1/68

City of Gladstone
City Hall
Gladstone, Oregon 97027

Attention: Mr. Leonard A. Strobel
City Administrator

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on US99E at the intersection of McLoughlin Boulevard, Arlington Street and River Road in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Attachment

cc Mr. F. B. Crandall
(conformed copy)

RECEIVED
SEP 25 1968
FOR FILIN

3-1618
7238

Cross Referenced To:
Maint
Traffic
Lights
Gladstone

September 24, 1968

Oregon State Highway Commission

6739
6809

6260
6126
6516

Gentlemen:

An agreement has been executed with the City of Gladstone for the installation of traffic signals on US99E at the intersection of McLoughlin Boulevard, Arlington Street and River Road in Gladstone.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost, maintain the installation, and pay for electrical energy. The total estimated cost of this installation is $26,000; State's share to be taken from Minor Betterment Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the October 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

LEG:njc lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
J. J. Gix
L. W. Rulien

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SEP 27 1968

FOR FILING

3-11618
7258

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 28, 1968

SUBJECT: Proposed Safety Improvement
US99E and Arlington Street
Gladstone

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

I am attaching a plan showing our proposed safety improvement at US99E and Arlington in Gladstone which was discussed with you recently. We have shown both on this plan and the construction plan of the intersection of the Eugene-Springfield Highway with Second and Third Streets in Springfield accident data.

As may be seen over a two year period of 1966-67, 26 accidents occurred at the Springfield locations and 54 accidents occurred at the Gladstone location. It is difficult to say how many of the accidents at the Springfield location might have been prevented with the construction of the turn-around facility. At the Gladstone location approximately 29 of the accidents during this two year period could have been prevented by the construction of the proposed safety improvement.

The estimated cost of the widening channelization and traffic signal revision at US99E and Arlington Street is $48,000.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

cc: Tom Edwards

9/22/68
Plans & agreement
are being prepared
LEG

NOTED
F. B. KLABOE

RECEIVED
AUG 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

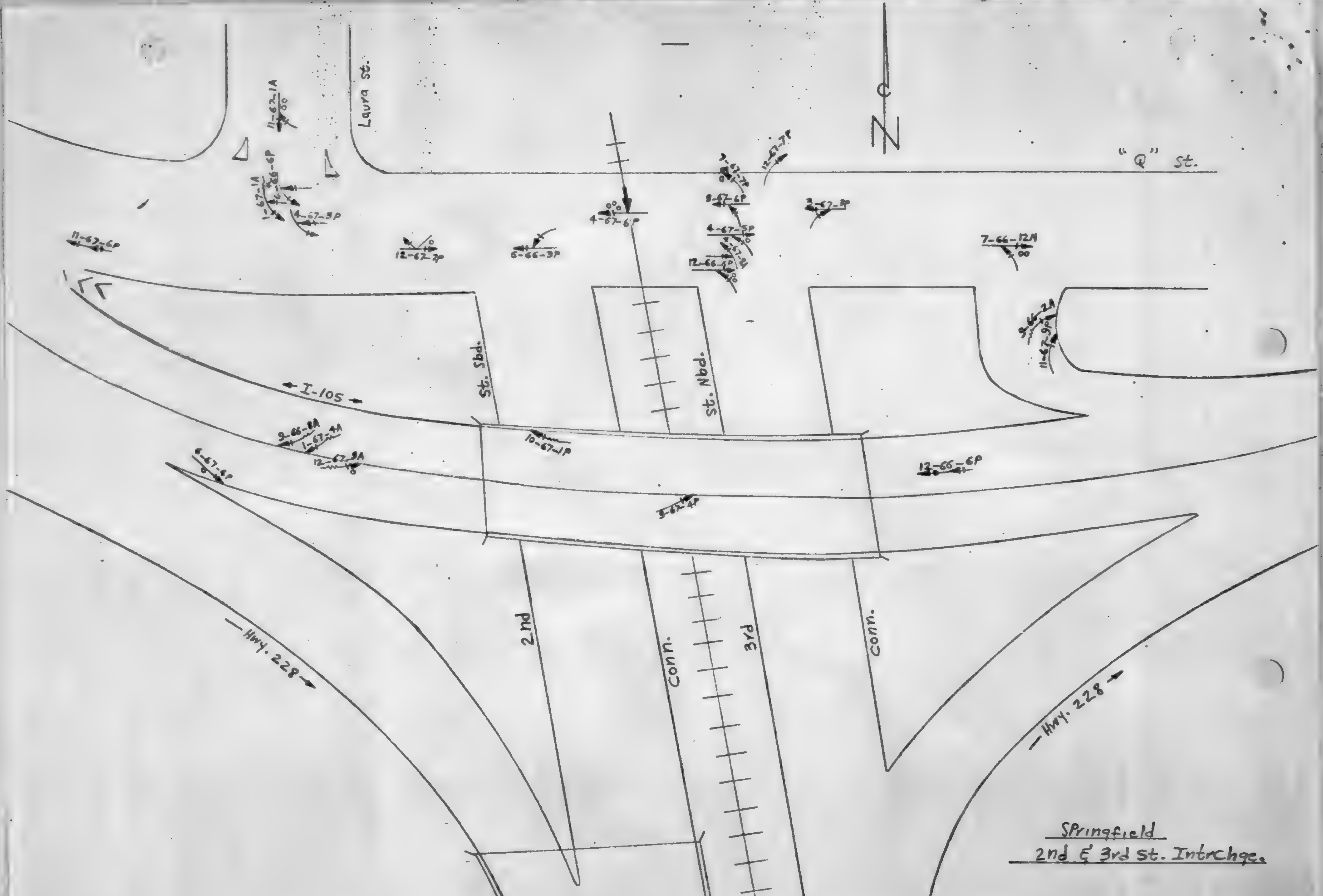
City of Springfield County Lane
Intersection of Eugene-Springfield Hwy. and 2nd & 3rd St. Intrchge
Highway Number 227 (I-105) 228
Period Covered 1-1-66 To 12-31-67
Compiled by CS Drawn by ______ Date 7-31-68

LEGEND

● Person Killed
←---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
←—— Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe

x - Stopped Prior L/T.
*- Disregarded Control
◁---- Path of Pedestrian
←—— Path of Vehicle
←—— Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
▭ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision Type	1966				1967												TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end			1	1			1	1											2	2
Sideswipe						1		1										1		1
Turning Movement		2	2	4		2	5	7										4	7	11
Parking																				
Non-collision							1	1											1	1
Fixed Object			2	2		3	5	8										3	7	10
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	5	7		7	12	19										9	17	26

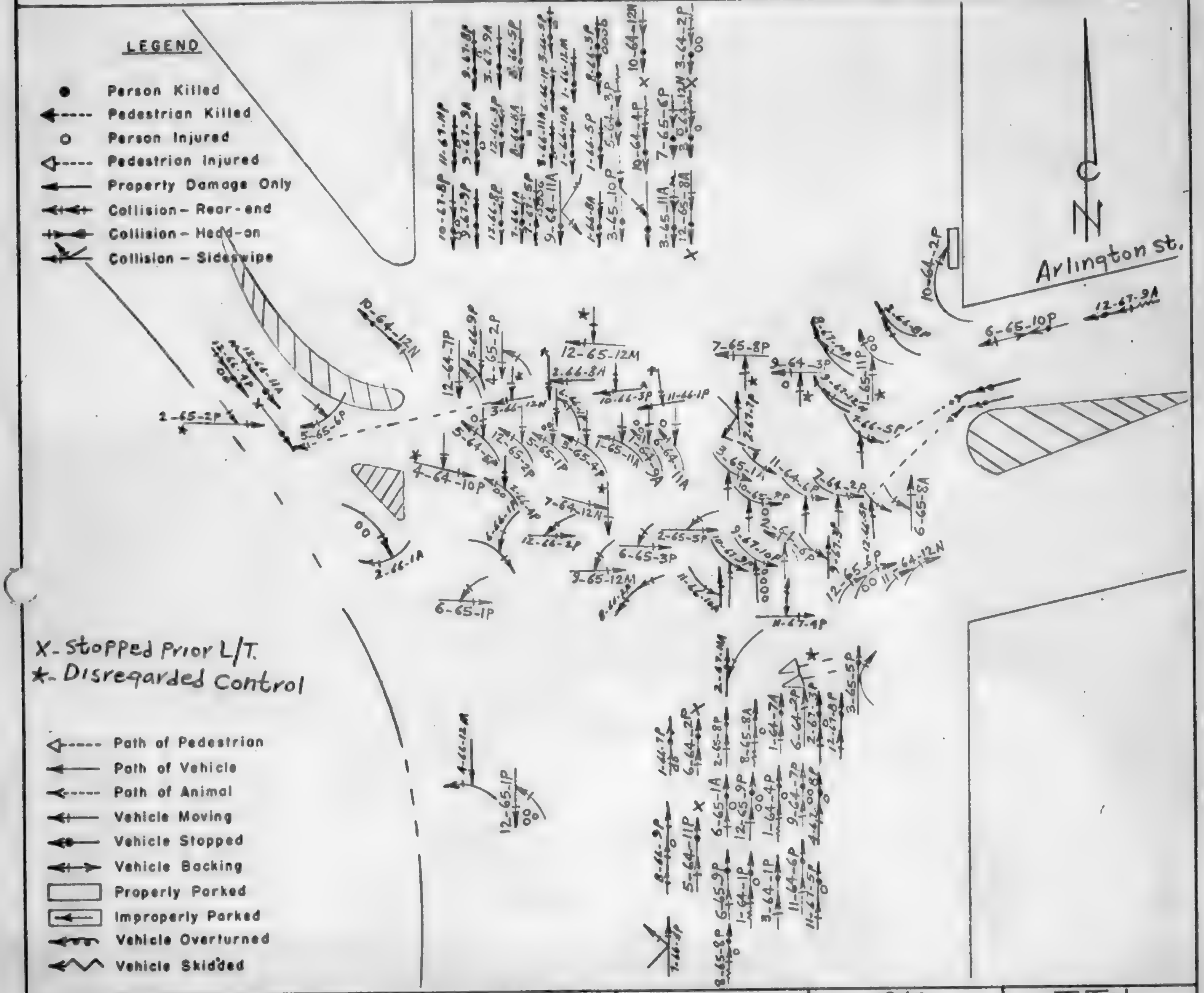


Springfield
2nd & 3rd St. Intrchge.

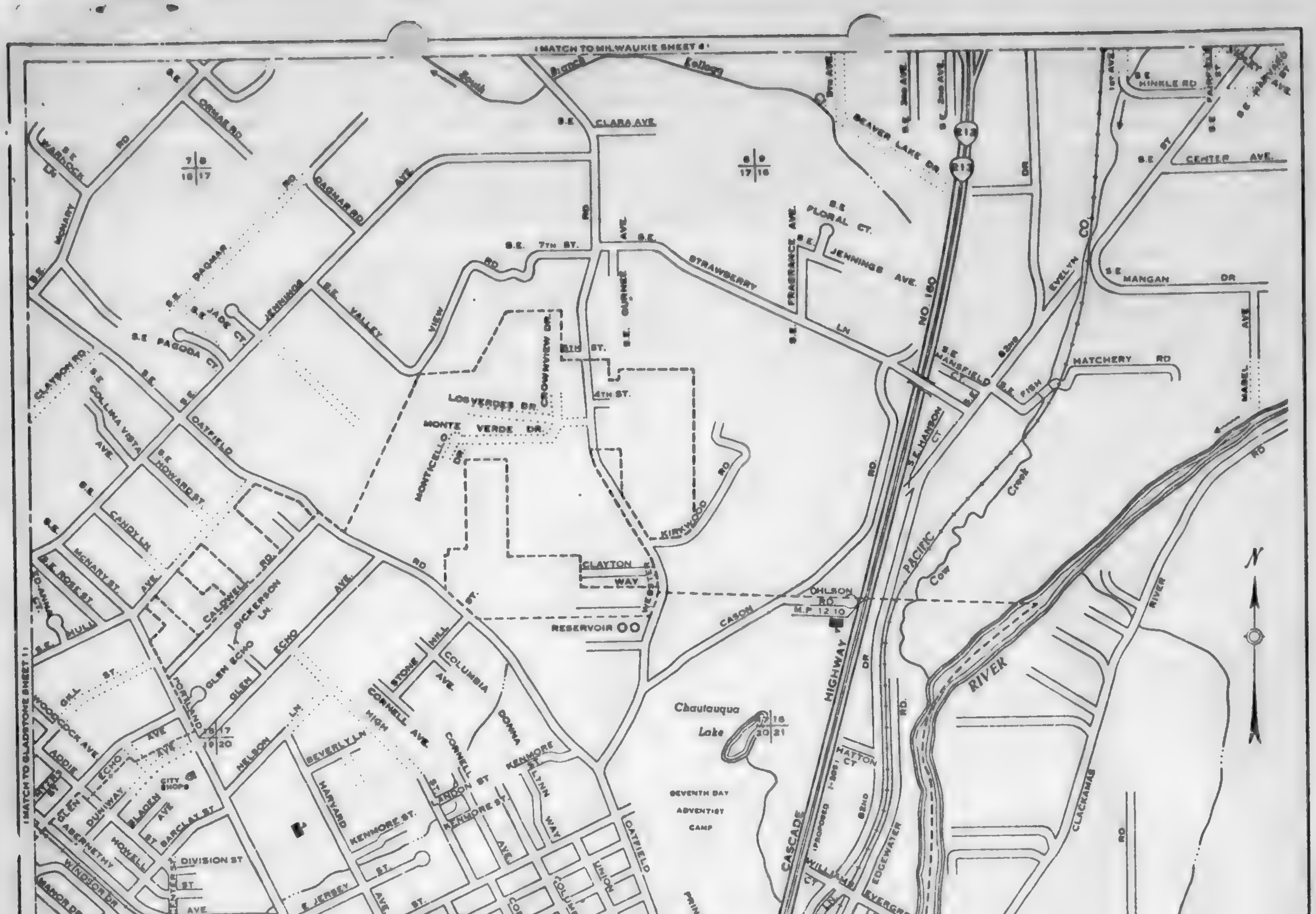
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Gladstone County Clackamas
Intersection of US 99E and Arlington st.
Highway Number 1E
Period Covered 1-1-64 To 12-31-67
Compiled by CS Bl Drawn by ________ Date 8-26-68



Collision Type	1964 Fatal	1964 Non-fatal	1964 Prop. Damage	1964 Total	1965 Fatal	1965 Non-fatal	1965 Prop. Damage	1965 Total	1966 Fatal	1966 Non-fatal	1966 Prop. Damage	1966 Total	1967 Fatal	1967 Non-fatal	1967 Prop. Damage	1967 Total	TOTAL Fatal	TOTAL Non-fatal	TOTAL Prop. Damage	TOTAL Total
Angle		1	2	3			3	3			4	4						1	9	10
Head-on																				
Rear-end		5	9	14		6	4	10		7	11	18		8	4	12		26	28	54
Sideswipe			1	1							1	1			1	1			3	3
Turning Movement		3	6	9		5	12	17		2	9	11		1	5	6		11	32	43
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		1		1														1		1
Backing							1	1							1	1			2	2
Misc.																				
TOTAL		10	18	28		11	20	31		9	25	34		9	11	20		39	74	113



GLADSTONE

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 5,150

Revised July 1968

SHEET 2 OF 2 SHEETS

RECEIVED
AUG 23 1968

FOR FILING
3-1618
7238

August 22, 1968

6739
6809

Mr. Paul R. Biggs
City Attorney
City of Gladstone
209 Barclay Building
Oregon City, Oregon 97045

Dear Mr. Biggs:

Your recent letter commented concerning certain traffic problems within the city of Gladstone.

We wish to advise you, and also request that you advise the City Council, that it is our intention in the near future to transmit to it an agreement covering a traffic signal installation at the intersection of US99E and Arlington. This agreement will request a cooperative project on the signal revision to the extent that the City and State will share equally in the cost.

As stated in past correspondence with the City, it is our opinion that the safety of the motoring public will be greatly enhanced by the revision of the signals at Arlington. In view of our intent to proceed with the signal revision, it would not be appropriate to prohibit left turns at Arlington.

We will also investigate the possibility of installing left-turn channelization at US99E and Gloucester and will correspond with the City further in the future on this matter.

It is suggested that we defer any action on the request for a 35 MPH speed zone through Gladstone until such time as it is possible to assess the effects of the above-mentioned traffic improvements.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

LEG:njc ja

PAUL R. BIGGS
JACK OLSEN

PAUL R. BIGGS
ATTORNEY AT LAW
209 BARCLAY BUILDING
OREGON CITY, OREGON 97045
656-1694

August 14, 1968

Oregon State Highway Department
Salem, Oregon 97310
Attention: Tom Edwards
Assistant Highway Engineer

Re: City of Gladstone
Intersection at Arlington and 99E

Dear Mr. Edwards:

Concerning your letter of August 12, 1968 directed to the City of Gladstone regarding the lights at Arlington and 99E, please be advised that the City Council has directed me to write you about its' concern over the number of accidents occurring in this area. Only last week an accident occurred causing a fatality

Understanding the problem of lack of funds, the City has made these suggestions:

is channel
B -

1. Install left turn lanes at Gloucester and 99E similar to the intersection of Glenn Echo and 99E.

2. Prohibit left turns for North and South bound traffic at the intersection of Arlington and 99E.

3. Again a request is made to have the speed limit reduced on 99E to 35 miles per hour.

It is felt by the City Council that if these improvements were made, it would do much in decreasing the frequent accidents the City is now having at this intersection.

Very truly yours,

Paul R. Biggs

Paul R. Biggs

RECEIVED
AUG 15 1968
TRAFFIC ENGINEERING

PRB/he

RECEIVED
AUG 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

6809

RECEIVED
AUG 12 1968

FOR FILING

3-1618
7238

August 12, 1968

6739

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

Mayor
[illegible]
Gladstone

Dear Mr. Strobel:

This is in regard to your letter of July 11 suggesting that left-turn lanes be established at the intersection of US99E and Gloucester Street in the city of Gladstone. The question was also raised concerning the delay in installing the Arlington Street traffic signals.

The delay in the installation at Arlington Street is caused by the lack of available funds. It is not possible to proceed with this installation at this time.

In regard to the left-turn channelization at Gloucester Street, our Division Engineer will contact you and attempt to arrange a cooperative project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien - Please contact the City re a co-op project as per your recommendation.

VPJ:ji/TE:ja

City of Gladstone
GLADSTONE, OREGON

REFERRED TO
admin

REFERRED TO 7498
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

July 11, 1968

Oregon State Highway Commission
Salem, Oregon 97310

Dear Sirs:

The Gladstone City Council has been "bugged" with a large number of complaints regarding the accidents caused by drivers stopping for left turns at Gloucester Street and 99E in the City of Gladstone.

The citizens wonder why painted left turn lanes as installed at Glen Echo Avenue can not be put in at Gloucester in lieu of signal lights.

The roadway width at Gloucester and 99E between curbs is 80 feet, which would appear to be sufficient and, if not, could knock out the curbs and restrict parking along that portion of the right-of-way.

The City has also received a number of inquiries concerning the delay of installing the Arlington Street traffic signals.

It is imperative that some plans be made to improve these intersections to avoid the possibility of a fatality. Drivers become frustrated waiting for a chance to cross the highway and overlook the

RECEIVED
JUL 18 1968
TRAFFIC ENGINEERING

oncoming cars. When cars stop for left turns, traffic piles up resulting in rear end collisions.

We do sincerely hope that you will review this Gloucester Street intersection and propose "some" improvement that will relieve the present hazards somewhat and that will be economically feasible for both parties concerned.

Sincerely yours,
CITY OF GLADSTONE

Leonard A. Strobel

Leonard A. Strobel
City Administrator

LAS/bm

RECEIVED
JUL 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 15 1968
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1968

FOR FILING
3-1618
17-238

April 23, 1968

7.13

65-16
6260
6126

Mr. Leonard A. Strobel
City Manager
City Hall
Gladstone, Oregon 97027

Dear Mr. Strobel:

This will acknowledge your letter of April 16 stating that the City of Gladstone accepts the proposal for span-wire suspension of the traffic signals at the intersection of US99E and Arlington Street.

We will proceed to prepare the agreements covering this installation and will submit them to you in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED TOM EDWARDS ja

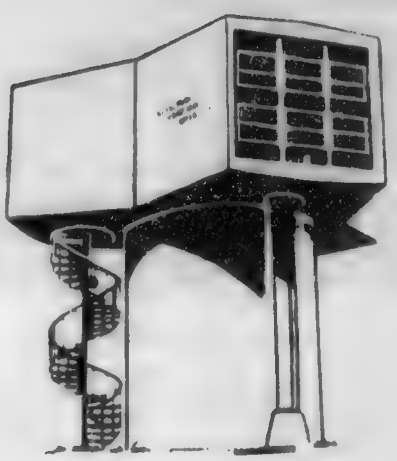
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)

VPJ:njc ja

City of Gladstone

GLADSTONE, OREGON



April 16, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr Tom Edwards

Dear Mr Edwards:

In answer to your letter of March 13, 1968, wherein it is believed that span-wire suspension of signal heads at US 99E and Arlington Street is a safe installation.

The City of Gladstone does accept this plan in the amount of $ 13,000 as previously agreed.

We urge that plans and agreements be prepared and everything possible to get the project underway.

Sincerely yours,
CITY OF GLADSTONE

Leonard A. Strobel
Leonard A. Strobel
City Administrator

Bud -
Please Handle

LAS/bm

RECEIVED
APR 18 1968
TRAFFIC ENGINEERING

RECEIVED
APR 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

"Grow with Gladstone"

RECEIVED
MAR 14 1968

FOR FILING

3-1618
7238

March 13, 1968

6126
6260

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

Dear Mr. Strobel:

In line with my letter of February 26, we have given further study to providing a satisfactory, but less costly, design for the proposed traffic signal revision at the intersection of US99E and Arlington Street in Gladstone.

It is believed that a safe installation can be provided using span-wire suspension of the vehicular signal heads. Such an installation would not be nearly as pleasing in appearance as the truss frame previously mentioned. It would, however, be possible to accomplish such an installation at a cost to the City of approximately the $13,000 previously approved by the City. In the interest of cooperating with the City, the State Highway Department is willing to change to the span-wire installation.

If the above meets with the approval of City officials, we will proceed with the preparation of plans and agreements. The actual contracting will be indefinite as to time due to financial considerations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. W. Rulien

LEG:mk/TE:ja

RECEIVED
FEB 28 1968
FOR FILE

3-1618

7238

February 26, 1968

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

Dear Mr. Strobel:

Your letter of February 15 indicated the Gladstone City Council's reluctant approval of additional funds for the traffic signal revision project at 99E and Arlington Street.

In light of the City Council's reluctance, we will reassess different design possibilities to insure that the safest possible installation might be accomplished in the most economical manner possible.

We will contact you in the immediate future concerning this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

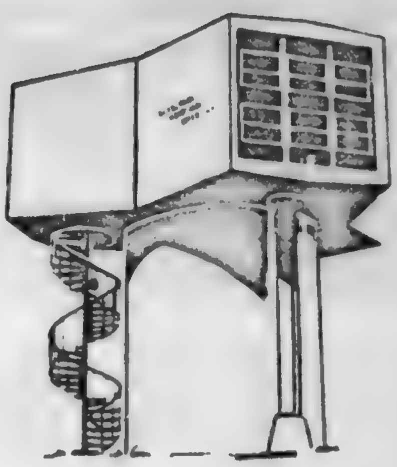
By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)
H. S. Cox (enc.)

LEG:mk   ja

City of Gladstone
GLADSTONE, OREGON



February 15, 1968

Mr L. E. George
Traffic Division
State Highway Building
Salem, Oregon 97310

Dear Mr George:

The Gladstone City Council reluctantly approved the request for an additional $ 5,000.00 as the City's share of installing a truss frame for the new signal light project at 99E and Arlington Streets.

This amount will be in addition to the already approved share of $ 13,000.00 to be paid at $ 3,000.00 down and $ 3,000.00 per year for the next five years, making the total $ 18,000.00.

Sincerely yours,
CITY OF GLADSTONE

Leonard A. Strobel
Leonard A. Strobel
City Administrator

LAS/bm

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FEB 19 [illegible]
TRAFFIC ENGINEERING

"Grow with Gladstone"

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SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1968

To: V. D. Wolfe
Administrative Assistant
BUILDING

SUBJECT: Channelization and Signal Installation
US99E at Arlington Street
Gladstone
TE 6260

Noted
NL
19.

In regard to the above numbered assignment, the traffic signal design is being revised to incorporate a single signal bridge in lieu of the mast arm installation originally proposed. Until a satisfactory design is completed, it is not possible to complete preparation of the agreement.

It is requested that the due date on this assignment be extended to January 19.

L. E. George
Assistant Traffic Engineer

VPJ:ji

NOTED
TOM EDWARDS

P

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JAN [illegible]

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7238

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 2, 1968

SUBJECT: Traffic Signal Bridge
US99E & Arlington Street
Gladstone

To: I. D. Merchant
Bridge Engineer
BUILDING

Attention: Len Wallace

I have had further discussion with Mr. Edwards concerning the traffic signal bridge to be used at US99E and Arlington Street in Gladstone.

Mr. Edwards has indicated that you should proceed with the design of a triangular truss for this signal bridge. Both the size of the truss and the size of the members should be held to a absolute minimum.

I am returning to you your file on this matter.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

cc: Tom Edwards

NOTED BY
TOM EDWARDS

8

FORM E-30X—50M—7-65

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

December 6, 1967

SUBJECT:

To: I. D. Merchant
Bridge Engineer
BUILDING

Attention: Len Wallace

Mr. Edwards has asked that we prepare an estimate for a traffic signal bridge to be used at US99E and Arlington Street in Gladstone. The span length and signal head locations are as shown on the attached sketch print. The type of bridge that he wants is of the same design that was used by the Sign Department at the intersection of Alameda and Esplanade in Klamath Falls.

Each of the single traffic signal heads weigh approximately 15 pounds. The two signal head units weigh approximately 46 pounds, and the four signal head units weigh approximately 75 pounds.

If other information is needed, would you contact Bill Zirbes. It would be appreciated if you would give this estimate some priority.

L. E. George
Assistant Traffic

LEG:mk
Attachment
cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
DEC 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
NOV 24 1967
FOR FILING

3-1618

7238

November 24, 1967

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

6126

Dear Mr. Strobel:

I have studied at considerable length the channelization and signaling of US99E and Arlington Street in Gladstone.

With respect to the financing, it would be satisfactory for the City to deposit $3,000 with the State of Oregon after the bids are opened. If the City desires, the remaining $10,000 could be paid in five equal annual payments.

I would suggest you investigate the legality of the City's approval of an agreement of this type.

In the meantime, I will have our people again investigate the cost and go over the project on the ground to determine if there is any way whatsoever that the cost can be reduced.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox (enc.)
L. W. Rulien (enc.)

TE:ja

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1967

Pacific Highway East
Arlington Street
Gladstone
M.P. 11.02

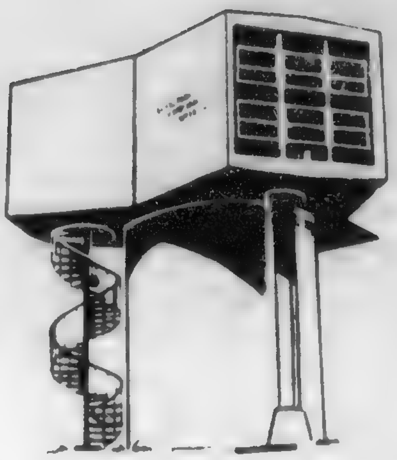
Estimate

Item	Unit	Quant.	20% Allow.	Unit Cost	Cost
Excavation	cy	1000	1200	1.50	$ 1800
Base Rock	Tons	960	1150	2.50	2875
Plant Mix, Bit.Base	Tons	440	528	6.75	3564
AC	Tons	635	762	7.00	240
Remove Curb	Lin.Ft.	200	240	1.00	240
Conc. in Curb	cy	8	10	50.00	500
Drainage	All				1500
Traffic Markers	Lin.Ft.	800	960	1.25	1200
				TOTAL	$ 17,013
				+40% E&C	6,987
					$ 24,000

RECEIVED
NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

City of Gladstone

GLADSTONE, OREGON



October 27, 1967

Mr Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr Edwards:

Re: Intersection Channelization and Signalling of US 99E and Arlington Street, Gladstone, Oregon

The Gladstone City Council does recognize the unsafe traffic conditions at this intersection and wish to cooperate in your proposal.

It is possible that the City of Gladstone could transfer $ 3,000.00 from the present city budget toward financing the city's share of $ 13,000.00 for the signal lighting. The City can make provision for the remainder of the city's share in the 1968-69 budget beginning July 1, 1968.

It is hoped that some financial arrangement with the Highway Department can be made so that this project will not be delayed any longer.

In reviewing the proposed plan, it appears much more paving is being estimated than required, since this area is already paved.

We also question the estimated cost of the signals, in the light of the estimate we had August 26, 1964 of $ 15,000.00 as shown on T.E.D. Drawing No. 1972.

In any event we must proceed and if we can make some financial arrangement to make the final payment on the $ 13,000 share later in 1968, we are ready now to proceed.

Sincerely yours,
CITY OF GLADSTONE
Leonard A. Strobel
Leonard A. Strobel
City Administrator

Bud-
RD

RECEIVED
OCT 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LAS/bm

6126

RECEIVED
SEP 7 1967
FOR FILE
3-1618
7238

September 7, 1967

Mr. Leonard A. Strebel
City Manager
City Hall
Gladstone, Oregon

Dear Mr. Strebel:

As a portion of Oregon's Safety Improvement Program, we are analyzing conditions on various sections of our State Highway System in order to determine if safety conditions might be improved.

Our analysis indicates that the intersection of Arlington Avenue and US99E has an extremely unfavorable accident pattern. Our accident records for this intersection show that a great many of the accidents involve left turns and that safety conditions could be greatly improved by installing left-turn refuges for both directions of travel on the highway and also installing a three-phase traffic signal such that the left turns would be provided with a separate green indication.

The estimate of cost for the work involved is as follows:

1. Install channelization	$26,000
2. Install three-phase fully-actuated traffic signals	$26,000
TOTAL	$52,000

Mr. Strobel
Page 2
September 7, 1967

The State would pay the entire cost of installing the channelization. It is requested that the City cooperate in this safety project to the extent of paying one-half the cost of the traffic signal installation and agreeing to pay for the cost of all future maintenance and power.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall
L. W. Rulien
LEG:mk:ji kf

FORM E-30 5CM 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 23, 1967

[illegible]ERRED TO 7/12/67 Val - [illegible]

SUBJECT: 1967 Fiscal Budget Project
Intersection Redesign
Pacific Hwy. E. @ Arlington St.
Gladstone
US99E-Hwy. No. 1E-M.P. 11.02

To: Mr. F. B. Crandall
Traffic Engineer
Salem, Oregon

The subject intersection has been substituted for a location on Sandy Boulevard that was listed on the 1967 Fiscal Budget for traffic improvements. As you are aware, several times in the past we have attempted to redesign this intersection to provide for a left turning movement from US99E by channelization with revised signalization.

This office has prepared a plan that shows this proposed channelization for left turns from US99E, and a right turn lane from US99E to Arlington Street. There is some access control provided by the use of curbing in the northeast quadrant of the intersection. It would be desireable to carry this curb line to Clarendon Street on the east side; however, such curbing is usually undertaken by the City and may be too expensive for them, therefore, it is not recommended. The proposed curbing will allow for two approach lanes on Arlington Street as well as protect signal poles.

In the sectional priority listing during 1966 there were 41 reported accidents in the immediate area of this intersection. Thirty-four were reported as intersectional accidents. Of this total number there were 22 rear-end, and 14 turning type accidents. There were 13 injuries.

There was no manual traffic count taken at the intersection; however, it is apparent from observation as well as the accident record the improvement is warranted. The attached design calls for the reconstruction of shoulders to provide for through traffic. The total estimated cost of the project by contractor is $10,700 excluding signalization. It is asked that signalization plans be undertaken by your office.

L. W. Rulien
Division Engineer

by

Ronald W. Failmezger
Ronald W. Failmezger
Traffic Engineer

NOTED
TRAFFIC CONTROL
ENGR.

[illegible] has plan for [illegible]

RWF:lm
cc: L. W. Rulien

R - Pls work up for contract

JUL 2 - 1967
TRAFFIC ENGINEERING

RECEIVED
MAY 26 1967

SP 23401-734

Muni 3-1618
Traffic 8
7-238 Gen

Portland

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 23, 1967

SUBJECT: Safety Inventory Project
US30 Business
Multnomah Street Section
38th - 39th Avenues Section
41st Avenue-41st Place Section
Oregon No. 59

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

The Division office has been working with the City of Portland to prohibit parking and channelize certain turning movements through the Hollywood District on Sandy Boulevard.

To date, the efforts with the City of Portland to get these three sections under way as part of our Safety Inventory Program have not met with any success. Knowing the temperament of the City and also of the business community of the Hollywood District, it is not anticipated that our efforts will meet with any success in the future.

The three sections shown are adjacent to each other, and the same type of improvement is required on all three sections. Although this section of Sandy Boulevard is on our highway system, its character and traffic are primarily city street in nature. There is little or no long distance through traffic operating through this area.

Because this section is primarily city street in nature, it is recommended that we do not press the City any further concerning this matter and that we request the Bureau to have these three sections removed from the inventory. The total money allotted for these three sections is $25,000.

Larry Rulien and I recommend that we prepare supporting data for a new safety project involving left turn channelization and three-phase signals at the intersection of US99E and Arlington Street in Gladstone. If you approve, I will prepare the necessary supporting data for transmittal to the Bureau.

L. E. George

L. E. George
Assistant Traffic Engineer

copy to
5-25-67

Approved

LEG:mk

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MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 1 1966
FOR FILING

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7238

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1966

SUBJECT: Traffic Conditions
McLoughlin Boulevard at Arlington Street
US99E - Gladstone

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

Recently there has been some newspaper publicity about traffic hazards at the intersection of McLoughlin Boulevard and Arlington Street in Gladstone. This has prompted us to check the accident record.

You will recall that in late 1964 a project was planned that would have provided a wide-median, curbed section throughout the length of McLoughlin Boulevard in Milwaukie. Included was the replacement of the existing semi-actuated signal with a three-phase, fully-actuated setup. This project died because of the inability of the City to contribute its share of the cost.

During the year's 1964 and 1965, there were 59 reported accidents at this intersection. Twenty-nine (29) persons were injured. Nineteen (19) of the accidents involved vehicles turning left off US99E. The 1965 ADT on McLoughlin was approximately 21,000.

It is recommended that a left-turn refuge be established at this intersection using the existing pavement and paved shoulders as shown on the attached sketch. It is also recommended that the existing signals be converted to three-phase, fully-actuated operation. This would fit in with the work done at other intersections farther north some time ago.

A "shotgun" estimate of the cost would be $25,000.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachment

Hunter - copy sent
5-10-66
approved when you
can accomplish
if under normal
budget (minor betterment)
(channelization)

NOTED
TOM EDWARDS

NOTED
R. T. JUDSON

NOTED
D. R. ADAMS

NOTED
R. N. BOTHMAN

4-1130 Silver Point Slide Section, on 1969
Oregon Coast Hwy., S. of Cannon
#7239 Beach (Grading & paving)

RECEIVED
MAY 28 1970
FOR FILING

4-1130
1239

May 28, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed March 18, 1970, on Contract No. 7239. The contract was with Construction West, Ltd., and was for grading and paving on the Silver Point Slide Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This matter will be on the agenda for the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

RECEIVED
JUN 2 - 1970
FOR FILING

4-1136

7239

May 28, 1970

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7239 awarded to Construction West, Ltd., for grading and paving on the Silver Point Slide Section of the Oregon Coast Highway in Clatsop County was completed on March 18, 1970, and accepted by the Highway Commission on May 28, 1970.

Final payment in the amount of $18,618.22 will be released to the contractor after June 4, 1970. The total contract amount is $357,263.58 including $5,960.20 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:aj

cc Construction West, Ltd.
P. O. Box 388
Astoria, Oregon 97103

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

4-1130
7239

FORM E-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Silver Point Slide

WEEK ENDING: March 28,1970

SECTION PREFIX: 4-1130

HIGHWAY: Oregon Coast

COUNTY: Clatsop

NAME OF JOB: Silver Point Slide

KIND OF WORK: Oregon Coast

CONTRACTOR: Construction West,Ltd.

CONTRACT NUMBER: 7239

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 18,1969

DATE WORK STARTED: May 20,1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: CWD

SPECIFIED CALENDAR DAYS: 181

WORK DAYS USED:

CALENDAR DAYS USED: 205

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 113.3

PROJECT AUTHORIZATION: $ 442,416.98

EXCLUSIVE OF ENGINEERING: $ 407,335.46

ENGINEERING AUTHORIZATION: $ 35,081.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 370,000.00

ENGINEERING COST TO DATE: $ 38,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.6

ESTIMATED PERCENT: XXXXX UNDERRUN 9.2 %

PERCENT OF AUTHORIZATION: 110.3 %

DATE PROJECT WAS COMPLETED: March 18,1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.46	0.46			0.46
MILES PARTIALLY COMPLETED	0.46	0.46			0.46
MILES COMPLETED	0.46	0.46			0.46
TOTAL ESTIMATED QUANTITIES (CONTRACT)	214,000 cy	10,800ton			3,780 ton
TOTAL QUANTITIES CORRECTED TO DATE	215,273	9,230			4,557
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	215,273	9,230			4,557
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Walker B
Johnson

RECEIVED
MAR 30 1970
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office crew completed Semi-Final.
Semi-Final will be delivered to the Division Office on Tuesday March 31,1970.

This is the final report.

Vernon E. Shull
by:
SIGNED W E Hoffman LOCATION Seaside

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAR 5 - 1970

FOR FILING

4-1130
7239

#10

39

February 10, 1970

Construction West, Ltd.
P. O. Box 388
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission at its meeting on February 3, 1970, considered your request for an 84-day time extension on Contract No. 7239 for grading and paving the Silver Point Slide on the Oregon Coast Highway in Clatsop County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 21-day time extension without assessment of liquidated damages.

If there are pertinent facts which have not been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
V. E. Skoog
R. D. Asburry
Vern Shull

RECEIVED
FEB 2 - 1970
FOR FILING

4-1130

7239

January 30, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 10
February 3, 1970 meeting

Construction West Ltd., contractor on the Silver Point Slide Correction project on the Oregon Coast Highway, Contract No. 7239 in Clatsop County, requests an 84-day time extension. The contractor offers 13 reasons covering a wide variety of circumstances as you will note from the two-page attachment to the request form. These can be summarized as including delay in award, utility relocation, right-of-way delay, added Price Agreements, staking changes, and plan changes.

We find that five of the reasons have some merit for extending the time. A nine-day extension is justified for delay in award of the contract. This delay arose from right-of-way acquisition. Four pole line utilities had facilities to be relocated through the project area. Some slowing of the contractor's work occurred at an early stage because of this and justifies a four-day extension. A staking change of a 30-inch pipe justifies a one-day extension. Additional curb, drainage and shoulder paving were added by two Price Agreements which justify seven days. We cannot recommend extension at this time on any of the other reasons. The typical section changes tended to reduce some of the quantities and expedite completion of the work.

The project is currently shut down for the winter and traffic is using the new alignment on base lift paving. Twenty-seven days liquidated damages have accrued to date at the rate of $100 per day. I recommend a 21-day time extension which will leave $600 in liquidated damages in effect and some additional will accrue when work is completed in the spring. This is a State project.

This matter will be on the agenda for your consideration at the February 3 meeting.

Very truly yours,

Attachment

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
R. D. Asburry

JAB:fw sr

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1970

SUBJECT: Silver Point Slide Section
Oregon Coast Highway
Contract No. 7239
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Construction West, Ltd. has requested an 84-day time extension on the basis of 13 reasons. These reasons cover a wide range of circumstances which include delay in award, utility relocation, right of way delay, added Price Agreements, staking error, typical section changes, and weather interruptions. The 160 days allowed on this project elapsed November 3, 1969 and the project is now in the winter no-count dormant period 72 percent complete with 27 days liquidated damages accrued. Largest remaining item is top lift paving.

A 9-day extension is justifiable for delay in award. Bids were received April 17 and the contract was forwarded May 16, or 29 days later. The delay was for right of way acquisition.

Facilities of four utilities had to be relocated involving poles on both sides of the highway and in both work areas. Utilities were out of the way when 15 percent of the time had elapsed. The contractor accomplished 35 percent of the earthwork in this interval and did not start clearing on the south end of the project until the following month. Both the Resident and Division offices recommend the 6 workdays the contractor requests on this reason. The time involved here is the first half of June during mostly good weather and we note that the contractor did make slightly better grading progress later. We would recommend only 4 calendar days on the utility reason.

A staking error on a 30-inch pipe justifies 1 day extension. Another alleged staking delay involved a change in cut slope, but production was not delayed.

Price Agreement No. 4 in the amount of $3,065 added additional curb and drainage work part of which was done in November when time was being charged. We recommend 5 calendar days extension on this reason.

Price Agreement No. 5 added 350 tons of A. C. and 330 tons of rock to pave shoulders through an additional area. This work has not all been done but does justify some additional time and we would recommend 2 days.

We do not recommend time on any of the additional reasons. One of the typical section changes was covered by Price Agreement which deleted some deep drainage work and had the effect of minimizing the time that the deep excavation adjacent to the existing roadway was left open. The quantity involved in the inlay change actually reduced the excavation work and the rock backfill item has also underrun 25 percent.

We recommend a total of 21 days extension. This would leave 6 days in effect at the rate of $100 per day or $600 at the present time. Additional time will accrue when work resumes in the spring. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc: V. L. Gallagher

RECEIVED
JAN 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7239 Contractor Construction West, Ltd.

Highway Oregon Coast

Section Silver Point Slide

Kind of Work Grade and Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 21 days extension for delay in award (9), utility relocation (4), culvert staking change (1), Price Agreement No. 4 curb and drainage (5), and Price Agreement No. 5 additional shoulder paving (2).

Recommended for Approval:

R. D. Asburry
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

M Klaboe
~~Assistant~~ State Highway Engineer

Contract No.
Project designation State-Federal
Date awarded
Work started
Per cent completed Date
No. of Workdays Allowed
No. of Workdays Used
No. of Added Workdays Requested

SP*6296-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 29 October, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 244 days, within which to complete our Contract No. 7239, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached page with enumerated paragraphs.
(page 1 and 2)

Respectfully submitted,

CONSTRUCTION WEST, LTD.
Contractor

By

CONSENT OF SURETY

Date 3 November, 1969

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E.G. FEAREY, JR. Attorney-in-fact

ED FEAREY & COMPANY

Resident Agent

(SEAL)

Attached page
Contractors Request for Increase in Number of Workdays
Contract No. 7239

Note that the following days requested, if under a week, do not include a prorata increase for Saturday and Sunday.

1. Ten days "more than twenty days elapse between the date on which the proposal is opened and the contract and bond......submitted to contractor" (Article 3-1, Standard Specifications) extended project into critical rainy season resulting in overall workday loss far in excess of the original ten days. Time: at least 10 days

2. Held up on utilities: power and telephone lines and TV cable.
Time: approx 6 days

3. Waiting for right-of-way Sta 410 to 415. Asked by State to wait for two weeks. Did so. Changed project plan resulted in lack of production at Sta 380 to 392 when became necessary to expedite work at Sta 410 to 415. Time: approx 21 days

4. It is felt that the State in assigning 160 days for this project did not consider the possibility of their deciding not to allow off-highway vehicles on the highway shoulders. Total use of legal trucks and loads during heavy traffic season reduced possible production.
Time: unknown

5. Hauling excavated material to Tolovana Park Access project at request of State cut production by 50% because of haul distance (Price Agreement No. 1). Time: 2-3 days

6. Resident Maintenance Superintendent changed original instructions concerning slopes and holes at waste area. Returned and filled areas that would not have taken extra time if done at first.
Time 2 days

7. Staking mistake at Sta 390: two cats, grader, and two men for two days changing slope. Time: 2 days

8. State's changing and raising rock inlay at Sta 396 caused change in project planning; stopped equipment to finish inlay in compliance with Engineer's request. Time: 3 days

9. Cooperated in agreeing to cease hauling after every shower and/or hauled sand from Astoria to spread on highway.
Time: unknown

10. Moved full production into Sta 410 to 415 area for slide in highway. (Price Agreement[redacted] 3) Time 6-7 days

Attached page.....continued.....
Contractors Request for Increase in Number of Workdays
Contract No. 7239

11. Delay for redesign on 30" culvert pipe, reordering, and waiting for shipment of pipe. Time: 10 days

12. Extra work: additions to bid items 7, 8, 17, 22, 25, and 27 (Price Agreement No. 4) extended work into adverse weather making the completion of these items more difficult yet.
Time: 14 days

13. Extra work: pave shoulders (Price Agreement No. 5).
Time: 5-6 days

C

RECEIVED
MAY 29 1969

FILE
4-1130
[illegible]

May 29, 1969

Construction West, Ltd.
P. O. Box 388
Astoria, Oregon 97103

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7239 for grading and paving on the Silver Point Slide Section of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ur

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Ed Fearey & Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
R. D. Asburry
Loren Weber

RECEIVED
JUN 26 1969
FOR FILES

4-1130

7239

May 16, 1969

Construction West, Ltd.
P. O. Box 388
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for grading and paving on the Silver Point Slide Section of the Oregon Coast Highway in Clatsop County for the sum of $365,694.70 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right-of-way is acquired.

The necessary right-of-way was acquired and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7239.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 28, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
Loren Weber
R. D. Asburry
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)

C

RECEIVED
MAY 7 - 1969

OREGON STATE
HIGHWAY DEPARTMENT

4-1130

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

12 1

May 6, 1969

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Line Adjustment
Pacific Power & Light Company
Silver Point Slide Section
Oregon Coast Highway
Clatsop County
YOUR FILE: R/W 9 OR-10
File 101-1553

Gentlemen:

Your above referenced estimate and sketch map for the adjustment of your facilities on this project have been approved by the State. You are hereby authorized to proceed with the work as of May 5, 1969.

Please contact Mr. Loren Weber, Resident Engineer, P. O. Box 804, Astoria, Oregon 97103, Phone: 325-5646, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 5, 1969 in the amount of $3224.68 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: PGP

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
cc: F. B. Klaboe
R. E. Simpson
L. H. Young (2) (w/attach)
C. H. Maison "
R. D. Asburry (w/atach) (2)
Loren Weber "
R. Hawkins "
F. W. Sugnet "

*Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 6 1969
FOR [illegible]

4-1130
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1969

To: MEMO TO THE FILES

SUBJECT: Waste Material
Silver Point Slide
Oregon Coast Highway

At Loyd Shaw's instruction, I answered Representative George Cole's question about excess material from the subject project. Construction West, the contractor, is obligated to dispose of it in a manner not unsatisfactory to the Engineer and not within the critical slide area.

Apparently the City of Cannon Beach wants some but the haul enters into the economics. Told Cole of preconstruction meeting set for the next day, April 30. He will apparently have the City attend, as I said he would

Gerald Wimer
ASST. DIVISION ENGINEER

GW:lf

cc: Lloyd P. Shaw ✓
W. E. Hoffman

NOTED
LLOYD P. SHAW

Note: Contract hasn't been awarded, but should be towards end of allowable 30 day delay. It doesn't appear that contractor can use scrapers but cities proposal would add over two miles of truck haul and sorting of material which contractor thought was worth $0.50 per cubic yard. City has no funds. Contractor may donate some material anyway. See separate memo about site (development of Second Street) where City wants the material.

GW

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section SILVER POINT SLIDE Highway OREGON COAST (FAR 2) County CLATSOP Prefix 4-1184

Res. Engr. H. H. Patterson Approx. Length 1.0± Miles. Sta. M.P. 31.5 to Sta. M.P. 32.5 Date 3-10-69

MEAN
Truck A.D.T. 183 Traffic Coefficient 8.1 18 kip s.a. per day 73.2.

Annual Precipitation 80"± (Seaside) Frost Penetration - - - -.

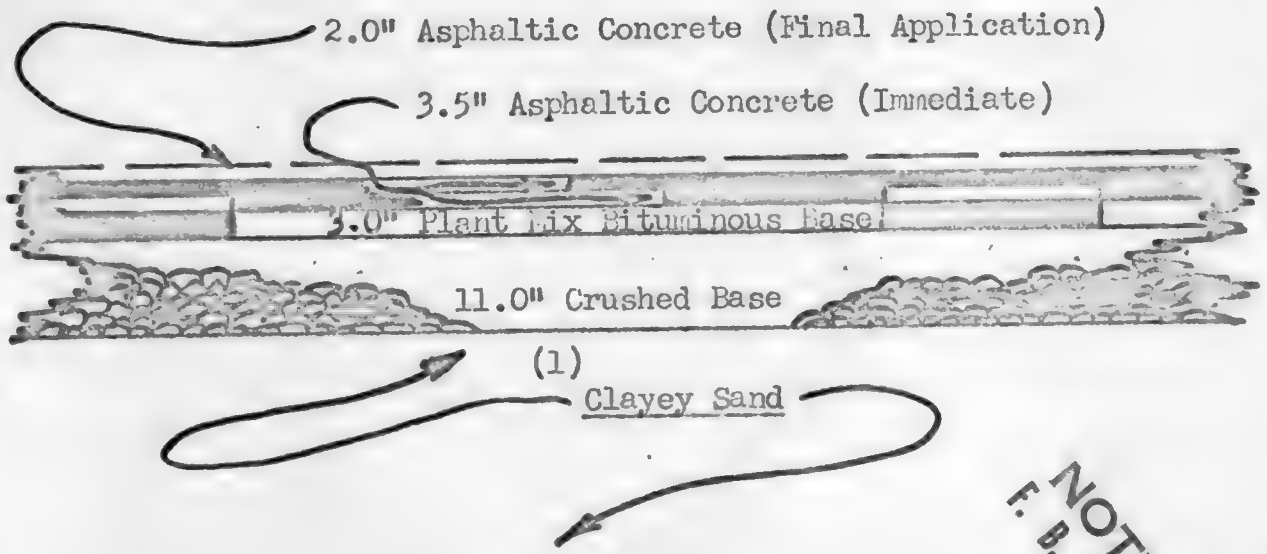
CBE Total Req.	Credit	Actual Thick.	
4-1130 7237	4.0	2.0	AC (Fa
	7.0	3.5	AC (I)
	5.5	3.0	PMBB
	11.0	11.0	Cr. Base
27.5	27.5	19.5	

MAR 17 1969

(1)
Typical Soil

36	LL
10	PI
84	%P 10
64	%P200
16	%Gravel
6	%C Sand
14	%F Sand
44	%Silt
20	%Clay
4	"R" Value

3-10-69


2.0" Asphaltic Concrete (Final Application)
3.5" Asphaltic Concrete (Immediate)
3.0" Plant Mix Bituminous Base
11.0" Crushed Base
(1)
Clayey Sand

AASHO CLASSIFICATION:
A-4 (6)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. B. KLABOE

3-10-69

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Cannon Beach

Submitted by for Staff Assistant

Recommended by Engineer of Materials

Recommended by asst Construction Engineer

Approved by Asst. State Highway Engineer

SECTION: SILVER POINT SLIDE
HIGHWAY: OREGON COAST
COUNTY: CLATSOP

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0	---	13.0"	---	25.5"	19.5"
6.0 - 7.0	3.0"	---	2.0"	14.0"	---	22.0"	19.0"
4.8 - 6.0	2.0"	---	2.0"	12.5"	---	18.5"	16.5"
Cars Only	2.0"	---	2.0"	7.5"	---	13.5"	11.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = --- " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = 0.5 " Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

TRAFFIC ANALYSIS

SECTION: SILVER POINT SLIDE

HIGHWAY: OREGON COAST

COUNTY: CLATSOP

1750 Present ADT (19 69)

7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.9	95	73	450	32,850
3	40	"	76	58	1000	58,000
4	5	"	10	8	1250	10,000
5	30	"	57	44	3180	139,920
6	0	"	---	---	2570	- - - -
				183	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 240,770

TWENTY YEAR EWL 4,815,400

TRAFFIC COEFFICIENT 8.1

SECTION: SILVER POINT SLIDE
HIGHWAY: OREGON COAST
COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project (1.0± mi.), with no P.C.C. in the immediate area. See Item 6.

RECEIVED
FEB 28 1969
FOR FILING

4-1130

7239

February 27, 1969

Oregon State Highway Commission

Gentlemen:

Apparently, due to heavy precipitation during the past six months, a large slide has occurred at Silver Point located at M. P. 31.78 on the Oregon Coast Highway in Clatsop County, about three miles south of Cannon Beach. This area has been unstable for many years.

Engineering studies have been completed, indicating that the best method of correction is to move the roadway into the hill away from the slide. Traffic is now being handled by a detour and temporary repairs are in progress by the Maintenance Division.

The estimated total cost of the slide correction will be $525,000 and I recommend that you approve this as an item of State Construction to be added to the current State Construction Program. This project is tentatively scheduled for letting this April.

This matter will be on the agenda for the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

BG: FC:fn lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
E. S. Hunter
L. H. Young
C. H. Maison
F. D. Morgan
D. J. Barbee
R. D. Asburry

RECEIVED
JAN [illegible] 1969

4-1130
7239

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1969

SUBJECT: Silver Point Slide
Oregon Coast Highway

To:

MEMO TO THE FILE

Considerable testing and design work have been done in connection with the Silver Point slide on the Oregon Coast Highway. There are three possible cures:

1. Construction of a bridge across the existing slide.

2. The rehabilitation of the area by constructing a rock jetty on the beach.

3. A revision of the line into a more stable area.

The estimates of cost are $250,000, $500,000 and $500,000, respectively.

After considerable thought and examination of the possibilities, I have rejected No. 1 as being a short-time cure and a considerable gamble; No. 2 as an extreme gamble since the ocean erosion of rather firm shales would indicate rather violent wave action; and have recommended No. 3 -- namely, moving the line onto stable ground. This has some gamble in that there are certain slide possibilities in the underlying mantle of soil which ranges from ten to 30 feet deep, but I believe the cure is possible within the $500,000 estimate.

I have instructed Division II to turn this matter over to the Construction Division for processing. The normal procedures of programming, acquisition of rights of way and awarding of the contract will not be pursued further by the Maintenance Section.

The revision includes moving the line into Silver Point and the excavation and backfill of a small pop-out fill slide about 1,000 feet southerly of the point. The small pop-out slide is now bypassed by a detour. The Maintenance forces are chewing out a suitable two-lane bypass around the existing Silver Point slide.

Tom Edwards

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
E. S. Hunter
F. D. Morgan
R. D. Asburry

RECEIVED
P. JAN 15 1969

FORM X-30 50M 10-65

4-1130

7239

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1969

SUBJECT: Cannon Beach Slide

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

Mr. Boyd advised this date that the removal of the slide material from the Cannon Beach slide should be completed on Wednesday, January 15.

In your absence, I advised him to proceed with the backfill of the free-draining material from the Bjortland quarry at that time unless otherwise notified.

E. S. Hunter
Maintenance Engineer

By

Robert N. Bothman
Assistant Maintenance Engineer

RNB:je

cc: R. D. Asburry

NOTED
TOM EDWARDS

RECEIVED
JAN 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 8 1969

4-1130

7239

January 8, 1969

Oregon State Highway Commission

Gentlemen:

We have experienced a major fill slide on the Oregon Coast Highway at M.P. 27.9, located approximately one and one-half miles northerly of the road interchange serving the town of Cannon Beach. Correction will require removal of the saturated material, the placement of an adequate subdrainage system and refilling, and repaving.

It is proposed to proceed immediately with repairs (preliminary operations are now under way) by removing the saturated material with the use of rented dozer equipment and to accomplish the backfill by a negotiated contract handled through the Department of Finance. This will permit expediting the repair so that traffic, which is currently being detoured over one-half mile of the original Oregon Coast Highway, may be restored to the present roadway.

This is an item which, while being handled by the Maintenance Division, does not fall within the normal category of maintenance. The estimated total cost of the repair will be $200,000 and I recommend that you approve this as an item of State Construction to be added to the 1968 State Construction Budget for Division II.

Current 1969 ? Per Marie

Due to the necessity of getting this project under way, this matter was verbally approved by Chairman Jackson on January 7 and it will be on the agenda for confirmation at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

TE:ja lms

bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
E. S. Hunter
R. D. Asburry
C. H. Maison
L. H. Young

FORM E-30 90M 10-68

4-1130
7239

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 1, 1969

SUBJECT: Permanent Repair of
Fill Failure, MP 27.9,
Oregon Coast Highway

To:

Mr. Tom Edwards
Assistant State Highway Engineer
Building

Permission is requested to do the following work to permanently repair the fill failure at the above location.

We propose to place 20,000 cubic yards of free-draining rock toe material from Hjortland quarry which is a 9.6-mile haul to the slide. This free-draining material will be placed on a perforated pipe system which is to be installed by State forces.

The upper portion of the fill in the amount of 24,000 cubic yards will be obtained from Peterson Point, a 4.2-mile haul to the slide.

The pay item, cubic-yard truck measurement, will include the cost of excavation, loading, placing, and compacting in accordance with standard Highway practice.

The required removal of detrimental materials will be accomplished by equipment rental hours during the placing of the bid items.

A tabulation of the bid items and quantities is as follows:

1.	Free-draining rock toe material, 20,000 cubic yards* @ $2.00...........	$40,000
2.	Upper rock embankment materials, 24,000 cubic yards* @ $1.00...........	24,000
3.	Haul, 9.6-mile, 192,000 yard-miles @ 15¢..............	2,880
	Haul, 4.2-mile, 100,800 yard-miles @ 15¢..............	1,520
4.	Equipment rental: tractor, crawler w/dozer, 235 drawbar HP, 50 hours @ $32.00.....................	1,600
	Total............	$70,000

*truck measurement

NOTED
TOM EDWARDS

Emergency repair work, detour construction, and outside equipment rental up to the present time have costs totaling $42,000. We anticipate that future costs for State force work and direct equipment rental will be $28,000. Charges for this slide repair will therefore total $140,000.

We have alerted the following contractors who will be prepared to bid on the permanent repair work:

Construction West	Astoria
Poisky Construction Co.	Clatskanie
O'Neil Dorman	Rainier
Slate-Hall	Portland.

R. D. Asburry
Division Engineer

By JB Boyd
J. B. Boyd
Assistant Division Engineer

JBB:je

cc: E. S. Hunter

106-1128 8th St.-Bayshore Dr. (Coos Bay) 1969
Sec., Empire-Coos Bay Hwy., in
#7240 Coos Bay (Grad. & Pav.) [redacted]

C&H 3709
A&R 487

SALEM, OREGON
May 8, 1973

Storm Drain System
8th St.-Bayshore Drive
City of Coos Bay

Mr. R. A. Sandmann
District 7 Engineer

COQUILLE

ORS 373.020(3) states "Cities retain the exclusive right to grant franchises over, beneath and upon any such street or road, and to control and regulate such franchises and the utilization thereof, but the State Highway Commission may utilize any storm sewers thereon or thereunder without cost or charge therefor by the city."

The Highway Division maintains only the surface of streets between curbs. The storm sewer is normally assumed to be only a portion of the City's entire storm sewer system, which is maintained by the City. Any State maintenance would have to be the subject of a specific agreement.

In some instances the Highway Division will participate in the cost of installing or improving storm sewers based on the percentage of water which is contributed to the system. The storm sewers in the Coos Bay Mall area were installed at the City's request, and at their sole expense, and should be maintained as a part of their storm sewer system.

The policy of the Highway Division is to not maintain storm sewers within cities, but may provide assistance in time of emergency.

H. S. Cox
County and City Engineer

MCH:ljt
cc: H. S. Coulter
D. H. Moehring
A. Shirley, Jr.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

April 21, 1969

City of Coos Bay
P. O. Box 1116
Coos Bay, Oregon 97420

Attention: Mr. Harold A. Leedom, Manager

Gentlemen:

On April 18, the State Highway Commission opened bids on the 8th Street-Bayshore Drive Section project on the Empire-Coos Bay Highway No. 243 in Coos Bay. The only bid* submitted was by Bob Angell of Eastside; and the anticipated City cost of the project, based on terms of the agreements of March 11, 1969 and this bid, is as follows:

			City Cost
*100% City Items			$430,285.84
Engineering & Contingencies (13-1/2%)			58,088.59
	TOTAL		$488,374.43
*50% City-50% State Items		$372,264.16	
Engineering & Contingencies (13-1/2%)		50,255.66	
	TOTAL	$422,519.82	
Estimated Right-of-Way Cost		9,000.00	
	TOTAL	$431,519.82	
Credit for Sidewalk Saving (3,880 lin. ft. @ $0.90/lin. ft.)		-3,492.00	
	TOTAL	$428,027.82 =	214,013.91
		TOTAL	$702,388.34

As per terms of the agreements of March 11, 1969, an advance deposit in the above amount, or say $702,000, is required from the City prior to awarding of the contract. At your earliest convenience, please forward a check or warrant in the amount of $702,000 made payable to the Oregon State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

bc: R. L. Porter, w/att.
F. B. Klaboe do
Tom Edwards
L. H. Young
F. D. Morgan
C. T. Keasey
C. H. Maison
D. H. Moehring
V. L. Gallagher
V. P. Johnson
Bobby Johnson

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

RU:mm
*See attachments

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
[illegible]

ESTIMATED CONTRACT AMOUNT
50% City-50% State Items*
8th St[illegible]et-Bayshore Drive (Coos Bay) S[illegible]ion
Empire-Coos Bay Highway
Bid Received April 18, 1969

				@	Total
*1.	All	Specified	Temporary Protection and Direction of Traffic	--	$ 18,205.00
*2.	7,800	lin.ft.	Removal of Curbs	.68	5,304.00
*3.	4,089	sq.yd.	Removal of Walks and Driveways	1.44	5,888.16
*4.	50	only	Removal of Inlets	60.00	3,000.00
5.		only	Removal of Manholes		
*6.	8,300	cu.yd.	General Excavation, Unclassified	1.98	16,434.00
*7.	All	Specified	Finishing Roadbed and Slopes	--	8,500.00
*8.	732	cu.yd.	Trench Excavation	4.15	3,037.80
*9.	702	cu.yd.	Sand Backfill	3.00	2,106.00
10.		cu.yd.	Granular Backfill		
*11.	20	lin.ft.	Pavement Replacement	3.00	60.00
*12.	6	ton	Asphalt in Tack Coat	95.00	570.00
*13.	17,000	ton	Class "B" Asphalt Concrete	10.35	175,950.00
14.		Specified	Sewer Outfall Structure		
15.		cu.yd.	Gravel Blanket		
16.		cu.yd.	Loose Riprap		
*17.	2,100	lin.ft.	8-inch Sewer Pipe	2.85	5,985.00
18.		lin.ft.	12-inch Sewer Pipe		
19.		lin.ft.	15-inch Sewer Pipe		
20.		lin.ft.	20-inch Sewer Pipe		
21.		lin.ft.	21-inch Sewer Pipe		
22.		lin.ft.	24-inch Sewer Pipe		
23.		lin.ft.	36-inch Sewer Pipe		
24.		lin.ft.	42-inch Sewer Pipe		
25.		lin.ft.	Roof Drains		
26.		Specified	Extra for Pipe Under Railroad		
*27.	1	only	Concrete Manholes	385.00	385.00
*28.	56	only	Concrete Inlets, Type G-1	158.00	8,848.00
29.		only	Special Manhole, Station "C" 13+30.42		
30.		only	Special Manhole, Station "C" 13+75.17		
*31.	38	only	Adjusting Manholes	65.00	2,470.00
*32.	1	only	Adjusting Inlets	65.00	65.00
*33.	220	cu.yd.	Concrete Curbs	62.50	13,750.00
*34.	413	sq.yd.	Concrete Driveways	6.40	2,643.20
*35.	1,740	sq.yd.	Concrete Walks	5.60	9,744.00
*36.	All	Specified	Traffic Signal Installation and Removal		64,519.00
37.	All	Specified	Underground Power Duct System		
38.	All	Specified	Underground Telephone Duct System		
				BID ITEM TOTAL:	$347,464.16

Anticipated Add'l Items:			
	Flagging	$ 2,000.00	
	Prep. of Subgrade	10,000.00	
	Signing	7,500.00	
	R.R. Prot. Costs	300.00	
	Reconst. Sewer Conn.	5,000.00	24,800.00
		TOTAL:	$372,264.16

RU:mm
4/21/69

ESTIMATED CONTRACT AMOUNT
100% CITY ITEMS*

8th Street-Bayshore Drive (Coos Bay) Section
Empire-Coos Bay Highway
Bid Received April 18, 1969

				@	Total
1.	All	Specified	Temporary Protection and Direction of Traffic		
2.		lin.ft.	Removal of Curbs		
*3.	3011	sq.yd.	Removal of Walks and Driveways	1.44	4,335.84
4.		only	Removal of Inlets		
*5.	9	only	Removal of Manholes	119.50	1,075.50
6.		cu.yd.	General Excavation, Unclassified		
7.		Specified	Finishing Roadbed and Slopes		
*8.	2108	cu.yd.	Trench Excavation	4.15	8,748.20
*9.	1348	cu.yd.	Sand Backfill	3.00	4,044.00
*10.	440	cu.yd.	Granular Backfill	7.75	3,410.00
*11.	90	lin.ft.	Pavement Replacement	3.00	270.00
12.		ton	Asphalt in Tack Coat		
13.		ton	Class "B" Asphalt Concrete		
*14.	All	Specified	Sewer Outfall Structure	--	2,285.50
*15.	10	cu.yd.	Gravel Blanket	10.00	100.00
*16.	25	cu.yd.	Loose Riprap	8.00	200.00
17.		lin.ft.	8-inch Sewer Pipe		
*18.	530	lin.ft.	12-inch Sewer Pipe	6.20	3,286.00
*19.	210	lin.ft.	15-inch Sewer Pipe	9.50	1,995.00
*20.	30	lin.ft.	20-inch Sewer Pipe	46.00	1,380.00
*21.	40	lin.ft.	21-inch Sewer Pipe	12.60	504.00
*22.	60	lin.ft.	24-inch Sewer Pipe	13.50	810.00
*23.	880	lin.ft.	36-inch Sewer Pipe	19.10	16,808.00
*24.	70	lin.ft.	42-inch Sewer Pipe	39.50	2,765.00
*25.	300	lin.ft.	Roof Drains	1.50	450.00
*26.	All	Specified	Extra for Pipe Under Railroad	--	3,860.00
*27.	9	only	Concrete Manholes	385.00	3,465.00
28.		only	Concrete Inlets, Type G-1		
*29.	1	only	Special Manhole, Station "C" 13+30.42	970.00	970.00
*30.	1	only	Special Manhole, Station "C" 13+75.17	3,170.00	3,170.00
31.		only	Adjusting Manholes		
32.		only	Adjusting Inlets		
33.		cu.yd.	Concrete Curbs		
*34.	787	sq.yd.	Concrete Driveways	6.40	5,036.80
*35.	3460	sq.yd.	Concrete Walks	5.60	19,376.00
36.	All	Specified	Traffic Signal Installation and Removal		
*37.	All	Specified	Underground Power Duct System	--	226,500.00
*38.	All	Specified	Underground Telephone Duct System	--	155,600.00

	Bid Item Total	$429,285.84
Anticipated Additional Items:	Furnish Valve Box Frames and Covers	1,000.00
	TOTAL	$430,285.84

RU:mm
4/21/69

RECEIVED
MAR 17 1971
FOR FILING

106-1128
7240

Salem, Oregon
March 15, 1971

Status Report
Cooperative Billing Projects

Mr. V. E. Skoog
Controller
BUILDING

Herewith attached is a current status report of all contract billings to be made by the Construction Section. The listing is by contract number.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw
Attach.
cc John Herr

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7240	8th St.-Bayshore Dr. (Coos Bay) Work completed March 6, 1970. Project Authorization $910,894.00 Advance Deposit $62,349.31 Final billing submitted to Accounting Section March 15, 1971.
7338	Division St.-Hilda St. (Oregon City) Work Completed November 17, 1970. Project Authorization $289,927.00 Balance of Advance Deposit, $36,300.00, was due January 10, 1971. Billing to be prepared after balance of advance deposit has been received.
7397	Woodland Drive-Central Avenue (Coos Bay) Project Authorization $717,148.00 Advance Deposit $62,522.03 Project shut down for winter. Next progress billing will be made after work resumes. Right of way billing is being done by the General Billing Unit of the Accounting Section.
7438	122nd Ave.-140th Ave. Work completed January 8, 1971. Project Authorization $182,690.00 Advance Deposit $14,286.13 Progress billing submitted to Accounting Section March 12, 1971.

This report includes the February 25, 1971 bid letting.

RECEIVED
OCT 6 - 1970
FOR FILING

106-1128
7240

Salem, Oregon
October 5, 1970

Status Report
Cooperative Billing Projects

Mr. V. E. Skoog
Controller
BUILDING

Herewith attached is current status report of all contract billings to be made by the Construction Section. The listing is by contract number.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw
Attach.
cc John Herr

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

Contract No.	
7240	8th St.-Bayshore Drive (Coos Bay) Project Authorization $910,894. Final billing withheld pending receipt of final charges for work done by the Coos Bay-North Bend Water Board under SFO #2.
7293	N.W. 4th Ave.-Broadway (Milton-Freewater) Project Authorization $85,450. Final billing being prepared.
7338	Division St.-Hilda St. (Oregon City) Project Authorization $289,927 Initial billing being prepared.
7397	Woodland Drive-Central Ave. (Coos Bay) Project Authorization $717,148. Initial billing being prepared.
7438	122nd Ave.-140th Ave. Project Authorization $182,690. Initial billing being prepared.

This report includes the October 1, 1970 bid letting.

JK:fw
10-5-70

JUL 21 1970

106-1128
73-15

July 21, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $14,290 will be made to Bob Angell, Inc., on Contract No. 7240 for grading and paving the 6th Street-Bayshore Drive Section in Coos Bay on the Empire-Coos Bay Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $787,391.39 including the post-final payment. Of the total $7,536.46 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Bob Angell, Inc.
641 6th Ave.
Eastside, Oregon 97420

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Herr
C. T. Keasey

RECEIVED
AUG 6 - 1970
[illegible]

106-1128
7240

July 14, 1970

Bob Angell, Inc.
641 6th Avenue
Eastside, Oregon 97420

Gentlemen:

The State Highway Commission at its meeting on July 7, 1970, granted your request for a 95-calendar day extension of time, without assessment of liquidated damages, on Contract No. 7240 for grading and paving on 8th Street and Bayshore Drive in Coos Bay, Coos County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

cc F. D. Morgan
V. E. Skoog
C. T. Keasey
Bobby Johnson

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1970

SUBJECT: 8th Street-Bayshore Drive Section
Contract No. 7240
Time Extension Request

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Bob Angell, Inc., has requested a 95-day extension of the time on this project citing right of way delay, utility adjustment delay, conflict with other City of Coos Bay contracts and changes in plans. Some pertinent dates are as follows:

Contract awarded	May 1, 1969
Contract mailed to contractor	May 7, 1969
Contractor started work	May 7, 1969
Calendar day count started	May 19, 1969
140 days allowed elapsed	October 5, 1969
One-way couplet opened to traffic (with 206 days elapsed)	December 10, 1969
Stop work order	December 30, 1969
Resume work order	March 17, 1970
Project completed, 235 days elapsed	March 26, 1970

95 days excess at $150 per day equals $14,250 liquidated damages

Actually, the contractor's total work (including change orders) underran just slightly ($2,418 or 0.3%) but because of the nature of the work, a simple money comparison does not reflect the time effect of changes made. This was a complex project with a very close completion requirement. Note the contractor started work immediately, some 13 days before the start of the day count. The many changes did accumulate to delay the contractor's overall progress. A special provision allowed closure of only three blocks at a time, out of 13 blocks being rebuilt. There were 15 Price Agreements and 10 Extra Work Orders. These have been analyzed individually in considerable detail by the Resident Engineer and his five-page report is attached. Price Agreement No. 10 and 3 are particularly significant. Extremely poor subgrade material was encountered on both Commercial Avenue and Anderson Avenue (the two segments of the one-way couplet). This required over-excavation and waste followed by replacement

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JUN 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

with granular material so that the General Excavation item overran 28 percent and sand backfill overran 55 percent. This was all done at bid prices although covered by documentary Price Agreements.

The Division Office has also carefully reviewed this request and concurs in the Resident Engineer's recommendation for a complete extension of time. I concur in recommending a 95-day time extension because of the plan changes and added work. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

FORM 2-30 90M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
April 6, 1970

SUBJECT: 8th St.-Bayshore Dr. (Coos Bay)
Empire-Coos Bay Highway
Coos County
Contract No. 7240

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

I am submitting herewith forms for Contractor's Request for Increase in Number of Calendar Days for Subject Project. I believe that this contract was delayed due to changes in plans which entailed extra work for the contractor. For the most part the changes and extra work is covered in Orders for Extra Work and Price Agreements, also, the contractor's operations were interrupted because of the City of Coos Bay not completing their transactions with property owners on time and the lowering of water mains and the completion of the transformer base, by the City's contractor, between 4th St. and 3rd St. on Anderson Ave.

My analysis of extra work and changes which I feel affected the overall completion of the project are as follows:

(1) Under the Order for Extra Work No. 2, which covers the repair and or replacement of sanitary sewer, the contractor worked various lengths of time for some twenty (20) days from June 2, 1969, to September 29, 1969. After reviewing the records in this office it is my opinion that the overall completion of the project was delayed six (6) calendar days due to extra work performed under this order.

(2) Under the Order for Extra Work No. 3, which covers the adjustment of power ducts, the contractor worked various lengths of time for four (4) days between June 19, 1969, and October 10, 1969. This extra work affected the contractor's ability to move ahead with his grading operations. Records in this office indicate that the contractor was delayed a minimum of one and one half (1½) calendar days between the afore mentioned dates.

(3) The contractor worked the better part of two (2) days (July 18, 1969 and July 28, 1969) while performing the necessary extra work involved in preparing the intersections of 7th St. and Central Ave. and 7th St. and Anderson Ave. for the routing of highway traffic via Anderson Ave. This work was performed under Order for Extra Work No. 4. It is my opinion that the over all project was delayed a minimum of one half (½) calendar day while this work was being performed.

(4) Under the Order for Extra Work No. 6, which entailed the installation of temporary signal poles, the contractor worked various lengths of time for seven (7) days from November 3, 1969, to November 21, 1969. After a study of the records I believe that the contractor was delayed two (2) calendar days due to this extra work.

(5) After the erection of the signal pole at the northwest corner of the intersection of Anderson Ave. and 2nd St. it was noticed that the mast arm was some two plus (2+) feet lower than it should have been. After checking further we found that the approved shop drawing was in error. Order for Extra Work No. 7 covered the extra work involved in correcting this error. The contractor worked various lengths of time from November 17, 1969, to November 25, 1969. The dismantling, refabrication and erection of this pole, in my opinion, delayed the contract one (1) calendar day.

(6) There were no provisions set forth in the contract for patching in kind behind driveways and sidewalks where conflicting grades would not allow the new driveways and or sidewalks to conform to the adjacent facilities. Under the Order for Extra Work No. 8 the contractor worked various lengths of time for thirteen (13) days from November 18, 1969, to December 3, 1969, performing the afore mentioned work. As most of the work had been completed prior to this period I feel that the overall completion of the project was delayed by five (5) calendar days due to the addition of this extra work.

(7) Under the Order for Extra Work No. 9 the contractor worked various lengths of time for four (4) days from December 5, 1969, to December 15, 1969. This additional work was requested by the City of Coos Bay and entailed the removal of concrete parking area and sidewalk and the construction of curb, sidewalk and catch inlet and the laying of 8 inch pipe. As this work was performed after most of the contract items had been completed I feel that the overall completion of the project was delayed two (2) calendar days by the addition of this extra work.

(8) Under the Order for Extra Work No. 10 the contractor worked various lengths of time for five (5) days from December 11, 1969, to December 24, 1969. As most all contract items were completed prior to this extra work I feel that the contractor should be entitled to one (1) additional calendar day for the performance of this extra work.

(9) In those areas where poor foundation was encountered, and more particularly between Broadway St. and Bayshore Dr. on Commercial Ave. and between 4th St. and Broadway St. on Anderson Ave., it was necessary to subexcavate and backfill with sand and or base rock. This extra work caused the contractor to excavate an additional 2,320 cubic yards of general excavation, which is about a 27% overrun of this item. Also, in correcting the foundation problems the sand backfill item was overrun 1,270 cubic yards or about 56%. The excavation of the unsuitable material in the above mentioned areas was quite difficult to handle. Due to the extreme wet ground conditions the contractor was not able to use large earth moving equipment such as a 988 Caterpillar 5½ cu. yd. loader, which had been in use prior to the subexcavating operations. The furnishing and placing of base rock was covered in Price Agreement No. 3.

The additional general excavation and additional sand backfill was covered in Price Agreement No. 10. Records in this office indicate that the contractor worked some twelve (12) days subexcavating, stabalizing and reinforcing the subgrade. All of this work delayed the contractor by not being able to move into adjacent blocks to continue his grading operations. I feel that the contractor should be allowed an additional eleven (11) calendar days for performing the above mentioned work. This work was performed at various times between June 19, 1969, and November 12, 1969.

(10) On two differenct occasions Pacific Power and Light Company requested changes in the under ground power duct system. In Change No. 1,as set forth in Price Agreement No. 5, constituted some $1,326.00 worth of additional work. In Change No. 2, as set forth in Price Agreement No. 11, amounted to $1,031.03 worth of additional work. This additional work required about four (4) days to complete. This work in itself did not effect the over all completion of the project too much, but the delay in decision making on the part of Pacific Power and Light Company and the lack of communication between the power company, Balhizer and Colvin Engineering and the State did effect the over all completion. As this was no fault of the contractor, and after reviewing the job records, I have estimated that the contract was delayed a minimum of four (4) calendar days due to the afore mentioned reasons.

(11) A delay in right of way negotiations by the City of Coos Bay in acquiring the Rodgers property located along the northerly side of Commercial Ave. between 4th St. and 3rd St. effected the over all completion of he project by causing the contractor to bypass this area and returning after the property had been acquired to complete his normal grading operations as well as additional work as requested by the City and as set forth in Price Agreement No. 7. This additional work and delay, in my opinion, effected the over all completion of the project by five (5) calendar days.

(12) The City of Coos Bay requested that new curb and sidewalk be constructed along the southerly side of Anderson Ave. between 4th St. and 2nd St. Price Agreement No. 7 was negotiated with the contractor to perform this additional work. I consider this a major change in the plans. Records in this office indicate that the contractor worked in this area removing old curb and sidewalk, grading for new curb and sidewalk and construction of new curb and sidewalk between October 2, 1969, and November 11, 1969. This additional work delayed the contractor in moving ahead with his grading to adjacent blocks. After reviewing all records it is my estimate that the overall completion of the project was delayed twenty five (25) calendar days due to the afore mentioned additional work as requested by the City of Coos Bay.

(13) The City of Coos Bay requested that a 12 inch storm sewer be installed between 7th St. and 6th St. on Anderson Ave. This entailed trenching for and the laying of some 284 feet of 12 inch concrete storm sewer pipe, construction of one manhole and making the connection to the existing 4 foot by 4 foot reinforced concrete storm sewer at 7th St. This additional work was performed by the contractor as set forth in Price Agreement No. 12. This additional work delayed the contractor's grading operations as this area was the only remaining area on the project left to be graded. Based on records in this office it is my estimated that the overall completion of the project was delayed eight (8) calendar days due to the above mentioned additional work as requested by the City of Coos Bay.

(14) The City of Coos Bay requested that the grouting around traffic and pedestrian signal poles be changed so as to cover the entire base and extend to the edge of the sidewalk and that the grouting material be colored to match the colored sidewalk. This entailed not only the coloring of the grout, but it was necessary to use a suitable bonding agent in order for the thin layer of grout to bond to the base next to the edge of the sidewalk. This additional work was performed by the contractor as called for in Price Agreement No. 14. Most of this work was performed on the 8th, 18th and 19th of December, 1969. As most of the contract items were completed prior to this work it is my estimate, after reviewing job records, that the overall completion of the project was delayed two (2) calendar days due to the above mentioned additional work.

(15) Prior to the letting of this contract it was established that the City was to take care of the backfilling of old basements and coal chutes, etc., that were in conflict with our typical sections. I so advised Mr. Angell of this fact prior to his bidding on the project. On May 1, 1969, a preconstruction conference was held and the contractor advised that their plans were to start construction May 2nd and that work would start at Commercial Ave. and Bayshore Dr. and proceed westerly on Commercial Ave. The demolition of the old bank building at the northwest corner of Broadway St. and Commercial Ave. was brought up at the preconstruction conference (see John Holcomb's memo to files, dated May 2, 1969). During the first half of May, 1969, I was constantly reminding the City that any further delay in decision making in regard to the removal of the bank building and the backfilling of the basement was going to delay our contractor. By May 15, 1969, the contractor was being delayed because the City had not taken any action to take care of their obligation. Finally on May 21, 1969, the City negotiated to have the basement area backfilled. This operation definately delayed the contractor and after reviewing job records it is my best estimate that the overall completion of the project was delayed six (6) calendar days due to the afore mentioned work.

(16) During the period of time from September 24 thru October 13, 1969, the City's contractor was working intermittently on the transformer pad to the left of Station 8+80 on Anderson Ave. It was during this time that it was necessary for our contractor to skip the construction of curb, sidewalk, paving, installation of sidewalk juction box and final grading in this area because of the delay on the part of the City's contractor. This delayed our contractor in going ahead with his grading operations in the remaining adjacent blocks. Finally, on October 14, 1969, contrary to the specifications, I received permission from the City and approval by the Division Office to allôw the contractor to open up the remaining section of Anderson Ave. between 7th St. and 4th St. so that he could proceed with his work. During the afore mentioned period it is my best estimate that the overall completion of the project was delayed by ten (10) calendar days.

(17) On September 12, 1969, it was necessary for the contractor to shut down his operations between 4th St. and 2nd St. on Anderson Ave. for three (3) days to enable the Water Board to lower water mains and services. This resulted in a loss of three (3) calendar days to the contractor.

(18) On August 27, 1969, the contractor informed me that he was planning to work over the forth comming week end. On August 28th I wrote the contractor advising him that we were temporarily suspending the work effective August 30, 1969, through September 1, 1969, because we thought it would be unsafe for the travelling public over the Labor Day Weekend (see letter to Bob Angell, Inc., dated August 28, 1969). This suspension amounts to a three (3) day period, however, I don't feel that the contractor would have worked Labor Day, Monday, September 1, 1969. Therefore, I feel that he should be allowed two (2) additional calendar days due to the suspension order.

(19) The installation of State furnished signal poles required ten (10) calendar days. The poles were delivered to the contractor on March 16, 1970. The removal of the temporary poles and delivery of same to the State Maintenance Station in North Bend, painting, grouting and installation of the new poles was expidited in an efficient manner. I believe the contractor should be allowed ten (10) additional calendar days for performing this work.

In the heretofore nineteen (19) paragraphs I have state my resons for an additional one hundred five (105) calendar days. In as much as the contractor has requested ninety five (95) additional calendar days, it is my recommendation that the inclosed forms be approved.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:cbb

RECEIVED
JUL 6 - 1970
FOR FILING

106-1128
7240

July 3, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 7
July 7, 1970 meeting

Gentlemen:

Bob Angell, Inc., contractor on the 8th Street-Bayshore Drive Section of the Empire-Coos Bay Highway in Coos County, Contract No. 7240, has requested a 95 calendar day time extension. The contractor cites right-of-way and utility relocation delays and plan changes. This was a State project.

This was a complex urban project that depended on close coordination of the several separate agencies involved for its accomplishment. Specifications limited the length of street area that the contractor could disturb at any one time. This, along with the nature of the improvement whereby service facilities were relocated underground, required sequential work with succeeding operations depending on completion of earlier phases. Extremely poor subgrade material was encountered in several areas which required overexcavation and replacement with granular material, resulting in overruns of 28 percent on General Excavation and 55 percent on sand backfill. Change orders covering additional sanitary and storm sewer work, adjustment of underground power ducts, signal changes, sidewalk removal and replacement, plus utility relocations by others all had delaying effect at different times.

The project was opened to traffic December 10, 1969 and was completed March 26, 1970, after an ordered stop work period awaiting delivery of State-furnished signal poles. A total of 95 days liquidated damages accrued at the rate of $150 per day for a total amount of $14,250.

Because of the accumulated delays discussed above, I recommend a 95-calendar day extension of time which will delete all liquidated damages.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

F. D. Morgan
V. E. Skoog
C. T. Kessey

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7240 Contractor Bob Angell, Inc.

Highway Empire-Coos Bay

Section 8th St.-Bayshore Dr. (Coos Bay)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 95 calendar days because of right of way and utility relocation delays and plan changes and additions.

Recommended for Approval:

John Quyner II
Asst. Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	7240
Project designation (State-Federal)	State
Date awarded	5-1-69
Work started	5-7-69
Per cent completed (Date)	100% 3-26-70
No. of Workdays Allowed	140
No. of Workdays Used	235
No. of Added Workdays Requested	95

State Printing 37980

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 27, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar ~~work~~days from 140 days to 235 days, within which to complete our Contract No. 7240, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delays in right of way negotiations and or permission from property owners to enter upon private property, delay in adjustment of water mains, City of Coos Bay Contracts conflicted with our construction progress and numerous changes in plans prevented the prosecution of work from the beginning to the end of this construction project.

Respectfully submitted,

Bob Angell, Inc.
Contractor

By Robert Angell

CONSENT OF SURETY

Date April 1, 1970, 19

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By Hilary L. Kennedy (Hilary L. Kennedy)
Attorney-in-fact

MANSFIELD & CO. (SEAL)
By Hilary L. Kennedy
Resident Agent

RECEIVED
JUL 2 - 1970
FOR FILING

106-1128
7240

July 2, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed March 26, 1970, on Contract No. 7240. The contract was with Bob Angell, Inc., and was for grading and paving on the 8th Street-Bayshore Drive (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 2, 1970, and that you concur in this procedure at the Commission meeting on July 7.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
C. T. Keasey

srb fn

RECEIVED
JUL 3 - 1970
FOR FILING

106-1128

7240

July 2, 1970

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7240 awarded to Bob Angell, Inc., for grading and paving on 8th Street-Bayshore Drive in Coos Bay on the Empire-Coos Bay Highway in Coos County was completed on March 26, 1970, and accepted by the Highway Commission on July 2, 1970.

Final payment in the amount of $22,444.32 will be released to the contractor after July 9, 1970. The total contract amount is $773,141.39 including $7,536.46 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc Bob Angell, Inc.
641-6th Avenue
Eastside, Oregon 97420

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
Carroll T. Keasey

RECEIVED
MAY 14 1970

106 - 1128
7240

507 State Highway Building

May 13, 1970

3319

Mr. R. M. Atchison
P. O. Box 33
Coos Bay, Oregon 97420

Re: Contract No. 7240
Assignment No. 3319

Dear Mr. Atchison:

Enclosed herewith is Check No. 035318, dated May 11, 1979, in the amount of $109.50.

Thank you for your patience in this matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gs

Enc.

RECEIVED
JUN 30 1970

**OREGON STATE
HIGHWAY DIVISION**

166-1128
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171
7240

April 29, 1970

AGENDA
JUN 2 1970
3d

Oregon State Highway Commission

Gentlemen:

During construction of the 8th Street-Bayshore Section of the Empire-Coos Bay Highway, under Contract No. 7240, a roof drain system servicing property owned by Mr. R. M. Atchison was overlooked and not connected to the new roadway storm drain system. Mr. Atchison, unaware of this fact, hired Roto-Rooter Service to unplug his drains at a cost of $109.50. The Roto-Rooter Service people discovered that the roof drains had been cut off by our construction. We have now corrected the situation, but Mr. Atchison is out the $109.50.

Our legal counsel advises that we have authority to reimburse Mr. Atchison, and we secured Mr. Jackson's approval on April 24 to reimburse him for his out-of-pocket costs. This payment will completely settle the claim.

This matter will be on the agenda for confirmation at the June 2 meeting.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. I. Lindas/Att: Jack Sollis
F. D. Morgan
C. T. Keasey

6-3, J. Herr: Claim has been paid

NOTED
FLOYD QUERY

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1970

SUBJECT: Assignment No. 3319
Drainage Complaint
Mr. R. M. Atchison
8th Street-Bayshore Sec.
Coos Bay Highway
Contract No. 7240

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

Payment approved by
Glenn Jackson 8:35 AM
April 24. [illegible]

REFERRED TO
Klaboe
DEPUTY STATE HIGHWAY ENGINEER

Please prepare agenda
item
RZP

Attached please find a release in the amount of $109.50 signed by Mr. Atchison. Instead of sending the release back to me he sent it to the Highway Department, and I did not receive it until today. I hope there is some way that Mr. Atchison can be paid without having to wait until the next Commission meeting.

Jack L. Sollis
JACK L. SOLLIS
Asst. Attorney General

JLS:gc

Att.

RECEIVED
APR 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

4-29-70

CC Sollis

Skoog – Please pay Mr. Atchison

RECEIVED
APR 20 1970
LEGAL [illegible]

RELEASE

KNOW ALL MEN BY THESE PRESENTS that R. M. Atchison in consideration of the payment to him of the sum of One hundred Nine and 50/100 Dollars ($109.50) and other valuable consideration by the State Highway Commission, receipt of which is hereby acknowledged, does hereby release and discharge the State of Oregon, by and through its State Highway Commission, from any and all claims, demands, damages, actions, causes of action, or suits at law or in equity, of whatsoever kind or nature arising out of or in any way related to the construction of the 8th Street-Bayshore Section of the Coos Bay Highway (Contract No. 7240), including but not limited to the severance of two drainage tile serving property owned by said R. M. Atchison, by the contractor for the State Highway Commission.

EXECUTED this 13th day of April, 1970, at ________, Oregon.

By R M Atchison
R. M. Atchison

P.O. Box 33, Coos Bay Oregon.
Address

APPROVED as to form.
Chief Counsel
4-29-70

OC Shoog - gen file

RECEIVED
STATE [illegible]

RECEIVED
JUN 3 0 1970

FOR FILING

106-1128
7240

April 10, 1970

3319

Mr. R. M. Atchison
P. O. Box 33
Coos Bay, Oregon 97420

Re: Assignment No. 3319
Drainage Complaint
8th St.-Bayshore Section
Coos Bay Highway
Contract No. 7240

Dear Mr. Atchison:

Enclosed please find an original release and one copy. If you will please sign the original lease and return to me, I will present it to the Highway Commission at their meeting on April 21, and payment will be made to you shortly thereafter.

Thank you for your cooperation in this matter.

Very truly yours,

L. I. LINDAS
Asst. Attorney General
and Counsel

By

JACK L. SOLLIS
Asst. Attorney General

JLS:ge
Enc.

cc: F. B. Klaboe

RECEIVED
APR 6 1970
LEGAL & RIGHT OF WAY

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 2, 1970

Mr. R. M. Atchison
P. O. Box 33
Coos Bay, Oregon 97420

Re: Assignment No. 3319
Drainage Complaint
Mr. R. M. Atchison
8th St-Bayshore Section
Coos Bay Highway
Contract No. 7240

Dear Mr. Atchison:

Your request for reimbursement for expenses incurred by you as a result of the construction of the above project has been considered by the Highway Division and they will recommend to the Highway Commission that you be reimbursed for $109.50 for your Roto-Rooter Service.

At this time, we are unable to approve or recommend to the Commission payment of the amount of $37.50 for rental due inasmuch as there is nothing substantiating this claim.

In return for payment of the above amount, you will be asked to execute a release for all claims against the Highway Commission arising out of the severance of your drainage pipe.

If this is satisfactory, please advise me and I will present the matter to the Highway Division Administration.

Very truly yours,

L. I. LINDAS
Asst. Attorney General
and Counsel

By Jack L. Sollis
JACK L. SOLLIS
Asst. Attorney General

JLS:djg
cc: Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. Bobby D. Johnson
Mr. Wendell E. Schwartz

OK with me,
R.M. Atchison

copy to Don Taylor
4-29-70

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 31, 1970

RECEIVED
APR 2 1970
LEGAL & RIGHT OF WAY

SUBJECT: Assignment No. 3319
Drainage Complaint
Mr. R. M. Atchison
8th St-Bayshore Section
Coos Bay Highway
Contract No. 7240

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
Building

I have reviewed the file and feel that Mr. Atchison's claim is justified in the amount of $109.50. Before I would recommend payment to him of the $37.50 he claims for loss of rental, I would require documentation that he had actually suffered this loss.

Upon advice from you as to the amount we will pay Mr. Atchison, I shall prepare a general release to be signed by him absolving the State Highway Commission from all claims as a result of the construction of the above project.

Jack L. Sollis
JACK L. SOLLIS
Asst. Attorney General

JLS:djg
Attachments

cc: Mr. L. I. Lindas
Mrs. Kay Schram

4-2-70, copy to Sollis w/note:

Please try to settle for $109.50

FBK

RECEIVED
MAR 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

106-1128
7240

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 8 th. St. - Bayshore Dr.

WEEK ENDING: April 10, 1970

SECTION PREFIX: 106-1128

HIGHWAY: Empire - Coos Bay

COUNTY: Coos

NAME OF JOB: 8 th. St. - Bayshore Drive (Coos Bay)

KIND OF WORK: Grading and Paving

CONTRACTOR: Bob Angell, Inc.

CONTRACT NUMBER: 7240

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1969

DATE WORK STARTED: May 7, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 140

CALENDAR DAYS USED: 235

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 168

PROJECT AUTHORIZATION: $ 910,894.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 830,664.75

ENGINEERING AUTHORIZATION: $ 72,229.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ~~100~~ 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 796,456.12

ENGINEERING COST TO DATE: $ 91,320.51

DATE PROJECT WAS COMPLETED: March 26, 1970

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %

PERCENT OF AUTHORIZATION: 126 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Underground Duct system	Traffic Signals
None	100	100	None	100	None	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.76				0.76
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.76				0.76
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,300 cy				17,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	10,500 cy				16,293 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,500 cy				16,293 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Rain	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Rain	0		
FRIDAY	Cloudy	0		
SATURDAY				

Routing

RECEIVED
1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	No work

REMARKS

Notification of completion of Project was submitted March 26, 1970.
Semi - Final Est. was submitted to the Div. Office February 9, 1970.
Post Semi - Final Est was submitted to the Div. Offime April 8, 1970.
Final Report.

SIGNED Bobby J Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
APR 2 - 1970
FORM E-30 (12-67)
FOR FILING

106-1128

[illegible]-70

c

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 31, 1970

SUBJECT: Assignment No. 3319
Drainage Complaint
Mr. R. M. Atchison
8th St-Bayshore Section
Coos Bay Highway
Contract No. 7240

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
Building

3300
3319

I have reviewed the file and feel that Mr. Atchison's claim is justified in the amount of $109.50. Before I would recommend payment to him of the $37.50 he claims for loss of rental, I would require documentation that he had actually suffered this loss.

Upon advice from you as to the amount we will pay Mr. Atchison, I shall prepare a general release to be signed by him absolving the State Highway Commission from all claims as a result of the construction of the above project.

Jack L. Sollis
JACK L. SOLLIS
Asst. Attorney General

JLS:djg
Attachments

cc: Mr. L. I. Lindas
Mrs. Kay Schram

4-2-70, copy to Sollis w/note:

Please try to settle for $109.50

FBK

RECEIVED
MAR 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1970

SUBJECT: Assignment 3300-FBK
Drainage Complaint
8th St.-Bayshore (Coos Bay)
Mr. R. M. Atchison

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith copies of reports received from Mr. W. E. Schwartz, Assistant Division Engineer, and Mr. Bobby Johnson, Resident Engineer, on subject project. I recommend approval of Mr. Schwartz' recommendation to pay Mr. Atchison the $109.50 spent for Roto-Rooter service.

If you so approve, an offer of payment in this amount will be made to Mr. Atchison in return for a release from responsibility for other claims. Please advise.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Attach.

REFERRED 3-30-70
TO Sollie
FOR handling after discussion with Klaboe
LEONARD I. LINDAS
L

RECEIVED
MAR 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 24, 1970

To: Mr. F. D. Morgan
Construction Engineer
SALEM

SUBJECT: Assignment 809-M
Drainage Complaint
8th St.-Bayshore (Coos Bay)
Empire-Coos Bay Highway
Contract No. 7240

Attached is a report from Resident Engineer Bobby Johnson on the subject assignment.

His report indicates that we did not hook up the roof drainage from the property of the complainant. Existing drainage at the time of construction was not apparent and it was assumed that the drainage was to the rear of the property. Further, a catch basin at the rear of the property, which was not apparent, was not hooked into the new storm drainage system, causing water to pond.

These drainage problems are being corrected by the City of Coos Bay. This is in accordance with a verbal agreement of March 4, 1970 between Mr. Gerald Ulett, City Manager, and John Quiner.

Mr. Atchison has been damaged to the extent that he spent $109.50 with the local Roto-Rooter Service trying to unplug his drains before he concluded that we had not hooked them up.

Since this is a joint State-City project, we should share equally in the cost of correcting this oversight. I would recommend that the State pay the $109.50 bill to the Roto-Rooter Service while the City participates by correcting the drainage.

The question of the lost rent is problematical. Since Mr. Atchison made his initial claim for $225 he has recovered all but $37.50 of the rent due. I would recommend no consideration be given to this amount.

Wendell E. Schwartz
WENDELL E. SCHWARTZ
Assistant Division Engineer

WES/cw
Attach.

Routing
1 Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
MAR 25 1970
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
March 23, 1970

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

SUBJECT: Drainage from Atchison Property
8th St. - Bayshore Drive Sect.
Empire - Coos Bay Highway
Contract No. 7240

On Friday, March 20, 1970, Mr. John Quiner requested that a report be submitted to the Division Office concerning allodged expenses and loss of rent claimed by Mr. Atchison in his letter to the Department. My report is as follows:

After discussing this matter with Mr. Gerald Ulett, Public Works Director for the City of Coos Bay, and Mr. Robert Atchison, owner of the subject property, it is apparent that there are two drainage problems; (1) the roof drain from the property located at 410 Commercial Ave. (Sta. "C"10+00 lt.) and (2) the surface drain which is in back of the building located just easterly and adjacent to the other building on the northwest corner of Commercial Ave. and Fourth St. (Sta. "C"10+30 lt.) and known as the Snack Shack.

During the early stages of construction when the contractor was removing sidewalk, curb and pavement in this area there was no notice of roof drains attached to the front of the building or drains extended through the old curb into the gutter. Therefore, it was the determination of the inspector on the project that the drains were located elsewhere and that our construction would not effect same.

Some time in the late fall of 1969, after construction was completed in this area, it was brought to our attention by Mr. Ulett that the roof drain at 410 Commercial was not functioning properly. It was at this time that we discovered the roof drain ran from the roof down a partition within the building and from there it was anyones guess. On February 2, 1970, I received a telephone call from Mr. Ulett requesting that we go over the drainage problems in the field. On February 3rd I met Mr. Ulett and an attempt was made to determine the location of the roof drain by the use of a snake and some sort of electronic gear that the City had borrowed which did not prove successful. Also, for the first time Mr. Ulett advised me of the number (2) drainage problem regarding the surface drain, explaining that their data indicated that this drain traversed easterly along the back of the building and then south along the east side of the building and then under the old sidewalk into a catch basin that was removed during construction. I have questioned the inspector and the contractor about this drain pipe and they have no reccollection of having seen the pipe, however, the pipe may have very well been so located and not noticed during the grading operations and consequently plugged.

In a letter from Mr. Ulett dated March 3, 1970, he requested that the aforementioned drainage problems be corrected under the subject contract. On March 4, 1970, you will recall that we discussed this matter with Mr. Leedom and Mr. Ulett in Mr. Leedom's office and it was suggested that perhaps it would be more economical for the City to perform the work rather than to move in the State contractor to perform the work.

During my discussion with Mr. Ulott this date, he informed me that they had connected the surface drain behind the Snack Shack to a sanitary lateral located in the driveway behind the building and that he had discussed the roof drain from the other building with Mr. Atchison and they had agreed to repair the break in the drain tile at such time as the City replaces some sidewalk in this area after a telephone pole is removed. I presume this work will be performed under the City's forthcoming contract scheduled for this summer. At any rate it appears that the City has taken care of drainage problem Number (2) and has made arrangements to take care of drainage problem Number (1).

At our meeting in Mr. Ulett's office this date, Mr. Atchison informed me that the $225.00 loss of rent mentioned in his letter should be corrected to $37.50. It seems that he collected additional monies for rent or lease since he mailed his letter to the Salem office. Mr. Atchison advised that the rent loss was on the building known as the Snack Shack.

Many pipes were encountered on this project during the course of construction that were not shown on the plans and in most cases the City or local property owners could not offer any information as to their purpose. I do not believe that the contractor was negligent or the inspector lax in missing these pipes. As a matter of fact I think we were lucky to only have missed these two drains.

It appears that Mr. Atchison is out of pocket $109.50 for plumbing service. As for the loss in rent it would seem to me that there is a need for more sufficient proof.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:cbb

REFERRED TO
Admin
BY SECRETARY

3-13-70

10066

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Dept
SAlem, Oregon.

Gentlemen:

I own two small buildings on the NW corner of 4th & Commercial Ave in Coos Bay, Oregon. When your contractor put in a new catch basin, curbs & sidewalks, the drains for the buildings were very effectively cut off.

At long last the city of Coos Bay is going to remedy the situation. However I am currently out of pocket $225.00 in rent and $109.50 to the Roto-Rooter who determined why my drains were no longer functioning.

Your attention to this matter will be appreciated.

Very truly yours

R.M. Atchison
P.O. Box 33
Coos Bay, Oregon.

Routing
Morgan M
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
MAR 18 1970
CONSTRUCTION DIVISION

Glenn
Litchfield
Gallagher

RECEIVED
MAR 16 1970
OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1970
OREGON STATE HIGHWAY COMMISSION

ROTO-ROOTER SEWER SERVICE
3330 Chester
NORTH BEND, OREGON 97459

Phone 756-3644

DATE	12-29-69
NO	
TERMS	

Bob Atchison
P. O. Box 33
Coos Bay, Oregon

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $

ROTO-ROOTER SEWER SERVICE

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
2-29-69	service call to Snakk Shack	32 50

PAY LAST AMOUNT IN THIS COLUMN

Thank You

Snak Shack
402 W. Commercial, Coos Bay Oregon.

RECEIVED
MAR 16 1970
OREGON
STATE HIGHWAY COMMISSION

ROTO-ROOTER SEWER SERVICE
3330 Chester
NORTH BEND, OREGON 97459

Phone 756-3644

DATE	12-26-69
NO	
TERMS	

Bob Atchison
Box 33
Coos Bay, Oregon

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $______

ROTO-ROOTER SEWER SERVICE

	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
-9-69	3 hrs. with man and machine @ $16.50	49 50
	2nd man	12 50
	pumped truck to remove rocks and debris from sewer line	15 00
	PAY LAST AMOUNT IN THIS COLUMN	77 00

Office Bldg at 408-10 W. Commercial
Coos Bay, Oregon.

RECEIVED
MAR 16 1970
OREGON
STATE HIGHWAY COMMISSION

NOV 3 1969
FOR FILING

106-1128
7240

November 25, 1969

Mr. Russell D. Hansen
Hansen Electric Company
P. O. Box 597
Coos Bay, Oregon 97420

Dear Mr. Hansen:

In response to your letter of November 18, our Division Engineer and our Bridge Construction Engineer have made an inspection of the poles being used on the Eighth Street-Bayshore (Coos Bay) Section of the Empire-Coos Bay Highway on Contract No. 7240.

We find that the corrections required are not uncalled for and that the specifications are quite clear in this regard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
C. T. Keasey (enc.)

Tom Edwards

FORM 2-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 24, 1969

SUBJECT: 8th St.-Bayshore (Coos Bay) Sec.
Empire-Coos Bay Highway
Contract No. 7240
Coos County

To: Mr. F. D. Morgan
Construction Engineer
SALEM

On November 19, 1969, I received a call from Mr. Tom Edwards, Assistant State Highway Engineer, regarding a letter of complaint from Hansen Electric of Coos Bay. Hansen Electric is a subcontractor on the subject project. This letter indicated that Mr. Bob McCarthy, Inspector, was making the contractor file down the galvanizing on the street light poles and signal poles to make them smooth.

A call to Bobby Johnson, Resident Engineer, revealed that Bob McCarthy had writted the contractor a letter (copy attached) at their request, indicating that "any slag galvanization buildups or any irregularities on the surface.....will render them unacceptable. Before final acceptance, these blemishes will have to be made smooth." In order to determine how serious this problem was and report to Mr. Edwards, I went to Coos Bay on November 20 to check firsthand.

By coincidence, I met Al Rear in Coos Bay and requested his assistance in inspection of the galvanizing problem. In the company of Bob Johnson and Bob McCarthy, we inspected some poles that were already erected and some in the contractor's warehouse. This inspection revealed three areas of possible conflict with the specifications.

1. A couple of the poles had gritty areas apparently the result of a run during the galvanizing process.

2. On all the poles there is irregularity in the galvanizing, apparently the result of laying the pole down after the galvanizing process.

3. On numerous poles there were lumps or globules of zinc about the size of a quarter that stood up about 1/8" to 1/4".

According to AASHO, M 111-60 and ASTM, A123-59, the zinc coating "shall be free from such imperfections as lumps, blisters, gritty areas, uncoated spots....etc." Also "the zinc coating shall be adherent, smooth, continuous and thorough."

It was decided that the only real objectionable item was No. 3. It was further observed that none of the three items were particularly objectionable before the poles were painted. But as soon as the poles were painted, the irregularities stood out. The lumps (Item #3) were probably the worst. It is felt that having the contractor "file down" these lumps (being careful not to go through the galvanizing) to produce a smooth appearance would help the overall appearance of the poles. The Resident was advised to have this done in the lower 10 feet of the poles. If this item of correction is not performed, it will probably become a point in the next letter from the City Mayor to "knit pick".

Wayne E. Edwards
for
JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc Tom Edwards
I. D. Merchant
Atten: Al Rear
B. D. Johnson

RECEIVED
NOV 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

To Kenny
B.J.

Nov. 18, 1969

Hansen Electric
Coos Bay, Ore.

8th St. - Bayshore Drive   Project Memo.

Dear Sirs:

Please be advised that any slag, galvinization build-ups, or any irregularities on the surface of the metal lamp or signal poles which are used on this project, will render them unacceptable. Before final acceptance these blemishes will have to be made smooth.

Sincerely

Bob McCarthy

Bob McCarthy
Project Inspector

[illegible]

Q

File.

ELECTRIC HEATING
LIGHTING
APPLIANCES
PHONE 267-4191

Hansen Electric Co.

245 S. 2ND ST., COOS BAY, OREGON 97420

MOTORS WESTINGHOUSE CONTROLS

DALE H. HANSEN, REGISTERED ELECTRICAL ENGINEER

INDUSTRIAL — COMMERCIAL
WIRING AND REPAIRS
INDUSTRIAL AGENT
DISTRIBUTOR

November 18, 1969

Oregon State Highway Commission
Salem, Oregon

Re: OSHD Contract # 7240

Attn: Mr. Tom Edwards

Gentlemen:

We have been advised today by Mr. Bob McCarthy that the street light poles and traffic signal poles we have been installing on OSHD Contract # 7240 have to have all of the galvanizing bumps ground off to make them smooth.

We cannot understand why we were not advised of this correction before the poles were installed and painted. The poles have been on the job site since September 8, 1969. The poles were inspected upon arrival and Mr. McCarthy gave approval for installation. The painter was then instructed to paint the poles.

We paid the pole supplier for the poles over a month ago and have no recourse for the tremendous expense that will be incurred.

Sincerely,

Russell D Hansen

RUSSELL. D. HANSEN

RDH/lc

Hansen Electric Co.
P. O. Box 597
COOS BAY, OREGON 97420

RECEIVED
NOV 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F.B. Klaboe

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RECEIVED
NOV 13 1969
CONSTRUCTION
DIVISION

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 12, 1969

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: 8th St.-Bayshore Dr. (Coos Bay)
Empire-Coos Bay Highway
Contract No. 7240
Report of Complaints made by
City of Coos Bay

Enclosed herewith is Resident Engineer Bobby D. Johnson's answer to the mayor's 63 items as discussed in Coos Bay last week.

F. D. Morrison
for JOHN QUINER II
Assistant Division Engineer

NOTED
F. B. KLABOE

jqii/cw
Enc.

RECEIVED
NOV 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

CITY OF COOS BAY

INTER-DEPARTMENTAL COMMUNICATION

SUBJECT: Commercial Avenue Inspection

TO: Mayor Morin

FROM: Director of Public Works

DATE: November 3, 1969

At your request, Hal Leedom and I inspected the Commercial Avenue leg of the higway contract, and found a number of items which are not acceptable or are undesirable. Admittedly, some of the items have not yet been completed and some are outside of the control of the Highway Department.

Our notes are as follows:

1. Conduit ends at N.E. Corner of El Dorado are not flush with walk.
2. Concrete has not been removed from meter posts and sign posts.
3. All plugs at ends of power and telephone conduits terminating flush with sidewalks should be removed, cleaned and replaced.
4. Sidewalk finish texture is not uniform.
5. Sidewalks have a mottled appearance.
6. Some pole base covers are not installed.
7. All pull box, hand hole and water meter covers should be removed, cleaned and replaced to prevent rocking of the covers and to improve edge appearance.
8. Conduit ends at S.E. Corner of Broadway and Commercial are not flush with walk.
9. New curb is broken at Broadway end of S. E. Corner of Broadway and Commercial. Walk is spalled at curb. Old sidewalk south of new walk is broken due to contractor's failure to provide access to lot.
10. Concrete at base of column at Doyle's Shoe Store building is broken.
11. Workmanship at expansion joint at Doyle's is very poor.
12. Wall tile on north side of Doyle's is broken and the walk adjacent should be cleaned up.
13. All expansion joint materials should be checked and trimmed.
14. Detergent should be cleaned from curb.
15. Concrete lids are to be same color and finish as, and flush with sidewalk. See Doyle's for a bad example.

16. Remove splattered concrete from building walls.

17. Conduit ends at Doyle's are not flush with walk.

18. Remove construction materials and excavated materials from several locations, such as the frame at east side of parking lot at 2nd & Commercial, concrete in several planters, debris at N. E. Corner 3rd & Commercial.

19. Curb is chipped at west end of driveway at west end of Doyle's building.

20. Grade of sidewalk is not uniform at S. W. Corner of planter at S.W. Corner of 2nd and Commercial.

21. Back edge of walk at driveway east of Wayne's Color Center is badly chipped.

22. Walk is cracked at N. W. Corner of Wayne's building.

23. End of parking bumper near N. W. Corner of Wayne's building is to be repaired.

24. Clean paint from walks in vicinity of street light and traffic signal poles.

25. Throughout the project sidewalk is generally lower than top of curb, giving a depression in which water may stand.

26. The tide gate in the special manhole leaks.

27. Sidewalk at S E. Corner of 3rd & Commercial does not match City grade for sidewalk.

28. Forms have not been removed from sidewalk at S. W. Corner 3rd & Commercial and various other locations.

29. The back edge of walks adjacent to parking lots on south side of Commercial between 3rd & 4th are chipped.

30. Top of pole base st S. W. Corner of 4th & Commercial is cast with grey concrete.

31. Connection to existing walk at S. W. Corner of 4th & Commercial is not complete.

32. All catch basin grates should be removed, cleaned, and replaced. It appears that some cannot be removed easily.

33. Paving around power and telephone manholes is not to grade, or has settled.

34. The manhole cover in the sidewalk adjacent to the Mingus Park Apartments should be removed, cleaned and replaced.

35. Check all cast covers to see that they do not rock.

36. Painting on light standards is not acceptable. Finish is irregular.

37. Water meter cover at 585 Commercial must be recast.

38. Alignment of back of walk at 587 Commercial and at IWA Hall is not acceptable.

39. Driveway grade at IWA parking lot and various other locations must be raised in back of sidewalk to match sidewalk grade.

40. Finish of walk at IWA Hall very poor.

41. Curb on 7th at Seventh Day Adventist Church is chipped.

42. Remove and replace walk section at North end of North drive into Dairy Queen.

43. Edger marks on walk at S. E. Corner of 8th & Central should be ground down.

44. Curb and sidewalks have writing or foot marks in them at several locations, such as S.E. Corner of 8th & Central, at 750 Central, 730 Central, 153 N. 7th, near Shamrock building, at N. E. corner of 2nd & Commercial.

45. Curb is chipped at S. E. Corner of 8th & Central.

46. Water meter box cover is not poured at Lucky 13 Market, nor at 730 Central.

47. Sidewalk finish at Lucky 13 Market and Runeberg Hall is not acceptable.

48. Box at 750 Central is not at proper grade and the ~~corner~~ cover has not been poured.

49. Curb and sidewalk are broken at N. W. Corner of 7th & Central. Broken walk has settled indicating poor compaction of fill, also.

50. Backfill is needed on 7th adjacent to Christian Science Church and at various other locations.

51. Join public sidwalk with walks going to adjacent buildings where they were adjoining prior to construction. i.e. on Seventh Street at Christian Science and Don Steen property.

52. Telephone box at N. E. Corner of Christian Science Church is not level.

53. Hydrant valve cover at S. W. Corner of 7th & Commercial should be cleaned.

54. Feathering of asphalt on south side of Commercial west of 7th has caused water to stand.

55. Clean top of curbs on north side of Commercial between 6th and 7th to remove concrete mortar.

56. Paving in gutter at N. E. Corner of 5th & Commercial is ~~rough.~~ coarse texture

57. Clean concrete from all hydrants.

58. Water stands in sidewalk at 410 West Commercial.. Grade is improper.

59. Adjust water valve at 4th & Commercial.

60. Repatch around telephone manhole at N. E. Corner of 4th & Commercial.

61. Pour additional walk at 356 W. Commercial.

62. The telephone hand hole box at The First National Bank Building has no cover and is a hazard.

63. Replace gravel in parking on Bayshore adjacent to First National Bank.

A similar inspection of Anderson Avenue will be made after the contractor has completed most of his work.

GWUlett
G. W. Ulett
Public Works Director

mk
cc: City Manager

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
November 10, 1969

SUBJECT: 8th St. - Bayshore Dr. (Coos Bay)
Empire - Coos Bay Highway
Contract No. 7240
Report on Complaints Made by
City of Coos Bay

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

ROSEBURG DIVISIO
RECEIVED
NOV 12 1969

On Wednesday November 5, 1969 a meeting was held in the Coos Bay Council Chambers for the purpose of discussing some sixty three (63) complaints registerd by the city (see attached letter to Mayor Morin from G. W. Ulett). Those in attendence were Mr. F. D. Morgan, Const. Engineer, Mr. John Quiner, Asst. Division Engineer, Mr. Bill Gaddis, Asst. Resident Engineer, Mr. Robert McCarthy, State Inspector, Mayor Morin, Mr. Harold Leedom, City Manager, Mr. G. W. Ulett, Public Works Director and myself. During the meeting all sixty three (63) complaints were discussed. For the most part the complaints concern unfinished work or work that the contractor knows that he must correct. During the course of the meeting it was decided that there were eight (8) items that should be inspected on the ground. Those items were numbers 9, 10, 26, 38, 42, 52, 56 and 60 as listed in the afore mentioned letter and our inspection of same was made Thursday November 6, 1969 by Mr. Leedom, Mr. Ulett, Mr. Gaddis and myself. After the meeting was concluded Mr. Morgan instructed me to submitt a report covering each complaint registered by the city.

My report is as follows:

1. (CONDUIT ENDS AT N. E. CORNER OF EL DORADO ARE NOT FLUSH WITH WALK.) This complaint was discussed at the November 5th meeting and I advised the city that we were aware of this condition and that the contractor has been advised to make the needed adjustments so that the conduits are flush with the sidewalk grade. I advised the city that the project would not be accepted until such corrections are made.

2. (CONCRETE HAS NOT BEEN REMOVED FROM METER POSTS AND SIGN POSTS) I assured the city that the concrete smears would be removed and the posts repainted if necessary.

3. (ALL PLUGS AT ENDS OF POWER AND TELEPHONE CONDUITS TERMINATING FLUSH WITH SIDEWALKS SHOULD BE REMOVED, CLEANED AND REPLACED) I advised the city that it was standard proceedure to see that such installations were properly installed and in good working condition etc. prior to accepting the project.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints

4. (SIDEWALK FINISH TEXTURE IS NOT UNIFORM) It was explained to the city that certain conditions can cause some difference in the broom finish of the sidewalk such as temperature and different finishers etc. however, it was my contention as well as Mr. Quiner's that all in all we thought the broom finish was reasonably uniform throughout the project, but that we would do our utmost to see that the contractor complies with their wishes.

5. (SIDEWALKS HAVE A MOTTLED APPEARANCE)I explained that the colored liquid membrane being used for curing was begining to wear off, which I thought accounted for the mottled appearance. The colored liquid membrane furnished by the contractor and approved by the citys architect does not exactly match the colored sidewalk which I also believe helps to give the walk a blotched effect when the membrane starts to wear off.

6. (SOME POLE BASE COVERS ARE NOT INSTALLED) It was pointed out to the city that the base covers would be placed before the job is completed. This is typical of many of their complaints and with the project only 85% complete there is bound to be many items not completed.

7. (ALL PULL BOX, HANDHOLE AND WATER METER COVERS SHOULD BE REMOVED, CLEANED AND REPLACED TO PREVENT ROCKING OF THE COVERS AND TO IMPROVE EDGE APPEARANCE) It would seem to me that Mr. Leedom and Mr. Ulett should be familiar enough with State Highway Contracts to know that such matters would be taken care of before accepting a project as complete. I think they were grasping at straws on this one as well as others.

8. (CONDUIT ENDS AT S. E. CORNER OF BROADWAY AND COMMERCIAL ARE NOT FLUSH WITH WALK) Again I explained that such matters would be taken care of before accepting the project as complete.

9. (NEW CURB IS BROKEN AT BROADWAY END OF S. E. CORNER OF BROADWAY AND COMMERCIAL. WALK IS SPALLED AT CURB. OLD SIDEWALK SOUTH OF NEW WALK IS BROKEN DUE TO CONTRACTOR'S FAILURE TO PROVIDE ACCESS TO LOT) As mentioned heretofore this is one of the items inspected in the field with city representatives. The new curb and sidewalk has a small crack and I advised the city that I would approach the contractor with the idea that he should replace same at his expense. I am somewhat reluctant to think that he will perform the work at his expense. The old sidewalk south of the new walk was partly broken prior to the awarding of the contract. During the early stages of construction I received a request from the city to provide access to the parking lot located at the south east corner of Commercial Ave.

9.(continued) and Broadway. After checking with the D.M.S. and Division Office I instructed the contractor to provide a temporary access to the parking lot off Broadway as requested by the city. I believe that there is the possibility that the small crack in the new sidewalk and curb was caused by allowing this temporary access. After the inspection was made Mr. Leedom requested that we replace the old broken sidewalk even if the city has to pay for it. I have discussed this matter with the Prime Contractor and he feels that it is not his responsibility to make the repairs as requested. I don't think it is worth making a court case out of and recommend that we make the necessary repairs and pay the contractor at the unit bid prices for the necessary removal and construction of curb and sidewalk.

10.(CONCRETE AT BASE OF COLUMN AT DOYLE'S SHOE STORE BUILDING IS BROKEN) Located at the south west corner of Commercial and Broadway. Again this was inspected in the field with city representatives and it was decided that the city would have their contractor make the necessary repairs at such time as their contractor constructs the sidewalk along the west side of Broadway.

11.(WORKMANSHIP AT EXPANSION JOINT AT DOYLES IS VERY POOR) This was inspected in the field and I assured the city that the condition would be corrected before accepting the project as complete.

12.(WALL TILE ON NORTH SIDE OF DOYLES IS BROKEN AND THE WALK ADJACENT SHOULD BE CLEANED UP) This was also inspected in the field with the city and after discovering that many of the tile were broken along the east side of the building it was decided to drop the matter. The contractor may or may not have broken the tile during his operations.

13.(ALL EXPANSION JOINT MATERIALS SHOULD BE CHECKED AND TRIMMED) Again I explained to the city that this is standard procedure to see that such things are taken care of before accepting the project as complete.

14.(DETERGENT SHOULD BE CLEANED FROM CURB) I advised the city that we had every intention of cleaning the curb as this was the contractors reason for placing the detergent on the curb in the first place. The contractor's reason for placing the detergent on the top of the curb was to protect the curb from the colored liquid membrane being used on the sidewalk. Their plans are to scrub the top of curb in order to remove any stains.

15.(CONCRETE LIDS ARE TO BE SAME COLOR AND FINISH AS, AND FLUSH WITH SIDEWALK. SEE DOYLES FOR A BAD EXAMPLE) The color of the concrete used in the lids is the same color. Some of the lids are not quite flush with the sidewalk and I assured the city that we were well aware of the fact and before accepting the project as complete this matter would be taken care of.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints

16. (REMOVE SPLATTERED CONCRETE FROM BUILDING WALLS) I advised the city that this would be taken care of before accepting the project as complete.

17. (CONDUIT ENDS AT DOYLES ARE NOT FLUSH WITH WALK) Again I assured the city that this would be taken care of.

18. (REMOVE CONSTRUCTION MATERIALS AND EXCAVATED MATERIALS FROM SEVERAL LOCATIONS, SUCH AS THE FRAME AT EAST SIDE OF PARKING LOT AT 2ND AND COMMERCIAL, CONCRETE IN SEVERAL PLANTERS, DEBRIS AT N. E. CORNER 3RD AND COMMERCIAL) I explained to the city that the project would be completly free of construction material and debris before the project is accepted as being complete. From time to time I have instructed the contractor to move materials and debris that might endanger pedestrian and auto traffic.

19. (CURB IS CHIPPED AT WEST END OF DRIVEWAY AT WEST END OF DOYLES BUILDING) I explained to Mr. Leedom and Mr. Ulett that we were well aware of many repairs that need to be made to the curb as well as other items and that the contractor is also aware and intends to make the necessary repairs or replacement.

20. (GRADE OF SIDEWALK IS NOT UNIFORM AT S. W. CORNER OF PLANTER AT S. W. CORNER OF 2ND AND COMMERCIAL) I have inspected this condition and pointed it out to the contractor however I don't feel that it is bad enough to have a section of the sidewalk removed and replaced. I will bring this to your attention the next time you are on the project.

21. (BACK EDGE OF WALK AT DRIVEWAY EAST OF WAYNE'S COLOR CENTER IS BADLY CHIPPED) I explained to the city we were well aware of this condition and even though the contractor did not chip the back edge of the drive way himself it is his responsibility to repair or replace any items that might be damaged during the course of the construction. In this particular drive way the city's contractor has very badly damaged the back edge of the drive way by running his equipment over same, especially crawler type tractors and loaders, etc. I am sure the State's Contractor is aware of this and expects the City's Contractor to stand the cost of repairing or replacing the driveway.

22. (WALK IS CRACKED AT N. W. CORNER OF WAYNE'S BUILDING) I have inspected this crack and I don't beleive that the contractor is responsible for same. If the city insists that the walk be replaced, which I don't think they will, then the contractor should be paid for the replacement work.

23. (END OF PARKING BUMPER NEAR N. W. CORNER OF WAYNE'S BUILDING IS TO BE REPAIRED) I have advised the city that this will be taken care of before the project is accepted as complete.

24. (CLEAN PAINT FROM WALKS IN VICINITY OF STREET LIGHT AND TRAFFIC SIGNAL POLE) Again I explained to the city that we were well aware, as is the contractor, that this condition exists and it will be taken care of.

25. (THROUGHOUT THE PROJECT SIDEWALK IS GENERALLY LOWER THAN TOP OF CURB GIVING A DEPRESSION IN WHICH WATER MAY STAND) This is one complaint that I agree with, however there are not to many places where the sidewalk is lower but the top of the curb is sloping back slightly and creates the same condition. On August 18, after returning from a somewhat reluctant vacation, I instructed the contractor to remove several feet of curb on Commercial Avenue, 7th Street and Central Avenue because of just such a condition, and the contractor complied with my instructions. I also advised them that I did not approve of their forms and recommended that they replace them, which they did. I feel that the curb construction improved after this time, however, there are some locations where this condition has cropped up again and I feel that the cause is probably a lack of inspection. As of this date I have instructed all inspectors assigned to this project to be extremely careful to see that the forms are properly placed before pouring concrete and to check the curb and sidewalk after the forms are pulled and if found to be faulty to instruct the contractor to remove and reconstruct the curb and or sidewalk. And in the event the contractor will not comply to contact me and I will suspend the work. I have inspected this condition with Mr. Leedom and Mr. Ulett and even though they are displeased with the situation, as I am, they do not feel that it is serious enough to have the contractor remove and replace the curb and walk where the condition prevails. I advised Mr. Leedom and Mr. Ulett that should they come across any such condition on the remainder of the project that I would welcome their bringing it to my attention.

26. (THE TIDE GATE IN THE SPECIAL MANHOLE LEAKS) On November 6, 1969 an inspection was made of the tide gate by Robert McCarthy, State Inspector in the presence of Mr. Nord, an employee of Harlan, Gessford and Erichsen, designers of the city pumping station located at the south east cornor of 3rd and Commercial, at which time there was no indication that the tide gate in question was leaking. Mr. Leedom and Mr. Ulett were so advised and seemed to be satisfied.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints.

27. (SIDEWALK AT S. E. CORNER OF 3RD AND COMMERCIAL DOES NOT MATCH CITY GRADE FOR SIDEWALK) After having the survey party double check we find that the back edge of the sidewalk is 0.12 of a ft. low it would seem to me that we could live with this slight error. I have discussed this matter with Mr. Leedom and he wants the sidewalk replaced. This error may or may not be the fault of the contractor as the grade stakes have been destroyed, however, after considerable discussion Mr. Leedom advised me to have the contractor replace the sidewalk and pay him at the unit bid prices for removal and reconstructing the walk. Sidewalk is a 100% item to be paid by the city.

28. (FORMS HAVE NOT BEEN REMOVED FROM SIDEWALK AT S. W. CORNER 3RD AND COMMERCIAL AND VARIOUS OTHER LOCATIONS) I advised the city that all forms and backfilling etc. would be taken care of before the project is accepted as complete.

29. (THE BACK EDGE OF WALKS ADJACENT TO PARKING LOTS ON SOUTH SIDE OF COMMERCIAL BETWEEN 3RD AND 4TH ARE CHIPPED) There are several areas where the back edge of the walk is chipped, most of which are in driveways. For the most part this damage has been caused by private vehicles or the city's contractor, however I have explained to the City that the contractor is responsible for the project until it is accepted as completed. The contractor did make an effort to barricade the driveways until the concrete was cured enough to open for traffic but in many cases these barricades were moved by others before the concrete was ready to drive on. I strongly anticipate that the contractor will file claim for additional monies to repair some of the damages to driveways, however, I do not believe he is entitled to receive additional compensation.

30. (TOP OF POLE BASE AT S. W. CORNER OF 4TH AND COMMERCIAL IS CAST WITH GREY CONCRETE) I have explained to the city that our specifications do not call for colored concrete to be used in the pole bases. Now the city wishes to have the grout colored to be used around the signal poles and to grout from the edge of the base plate to the edge of the colored side walk. If we are going to have the contractor perform this work he will be entitled to extra compensation and I have so explained this to the city. I would like to have a Division Office decision made on this matter.

31. (CONNECTION TO EXISTING WALK AT S. W. CORNER OF 4TH AND COMMERCIAL IS NOT COMPLETE) I advised the city that the state and the contractor are aware of this condition and that it will be taken care of.

32. (ALL CATCH BASIN GRATES SHOULD BE REMOVED, CLEANED, AND REPLACED. IT APPEARS THAT SOME CANNOT BE REMOVED EASILY) Again I explained to the city that this is a matter of standard procedures to see that the contractor takes care of such things before accepting the projet as complete.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints.

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30. (TOP OF POLE BASE AT S. W. CORNER OF 4TH AND COMMERCIAL IS CAST WITH GREY CONCRETE) I have explained to the city that our specifications do not call for colored concrete to be used in the pole bases. Now the city wishes to have the grout colored to be used around the signal poles and to grout from the edge of the base plate to the edge of the colored side walk. If we are going to have the contractor perform this work he will be entitled to extra compensation and I have so explained this to the city. I would like to have a Division Office decision made on this matter.

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32. (ALL CATCH BASIN GRATES SHOULD BE REMOVED, CLEANED, AND REPLACED. IT APPEARS THAT SOME CANNOT BE REMOVED EASILY) Again I explained to the city that this is a matter of standard procedure to see that the contractor takes care of such things before accepting the projet as complete.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints.

33. (PAVING AROUND POWER AND TELEPHONE MANHOLES IS NOT TO GRADE OR HAS SETTLED). I know of one power pull box that appears to have settled however, I don't believe that it is criticial enough to have the contractor adjust it. At any rate it is not the fault of the contractor that poor foundation exists all over the down town area of Coos Bay. I have gone over some of the manholes etc. with Mr. Leedom and Mr. Ulett and they indicated that they didn't believe it was worth tearing up the street to make the slight adjustments.

34. (THE MANHOLE COVER IN THE SIDEWALK ADJACENT TO MINGUS PARK APARTMENTS SHOULD BE REMOVED, CLEANED AND REPLACED) I advised the city that we were well aware of such conditions and they would be taken care of before accepting the job as complete.

35. CHECK ALL CAST COVERS TO SEE THAT THEY DO NOT ROCK) I explained to the city that this is standard procedure, to see that the contractor takes care of such matters before we accept the project as complete.

36. (PAINTING ON LIGHT STANDARDS IS NOT ACCEPTABLE, FINISH IS IRREGULAR) I explained to the city that we were well aware of this condition and that the contractor has been instructed to correct by repainting.

37. (WATER METER COVER AT 585 COMMERCIAL MUST BE RECAST) I discussed this with the city and advised them that there are several covers to be recast and that we will see that the contractor takes care of same.

38. (ALIGNMENT OF BACK OF WAEK AT 587 COMMERCIAL AND I.W.A. HALL IS NOT ACCEPTABLE) I am also displeased with this condition. Of course you are aware that the back of the side walk is being constructed on the right of way line. In some of the areas building fronts are on the right of way line. In this particular case the building is about 10 inches from the right of way line. In many cases the contractor is required to saw the existing concrete walk on the right of way line and then match the new walk to the old as such was the case along the front of the I.W.A. Hall. Any concrete saw that I know about that will adequately saw 4 inches of concrete is toolarge to work in such a confined area, consequently a smaller saw was used and would not cut through the total thickness of the concrete, then the contractor endeavored to use a jack hammer to break through the remainder of the concrete which resulted in a rather uneven edge which accounts for the poor alignment. On November 6, 1969 I made an inspection of the area in question with Mr. Leedom and Mr. Ulett and Mr. Leedom advised me that he didn't feel that the condition was bad enough to have the contractor remove and reconstruct the walk. During the earlier stages of this project when we were first starting to remove the old sidewalk I suggested to Mr. Ulett that the city obtain permit of entry letters from the property owners in those confined areas and then remove the old concrete walk back to the buildigs and reconstruct the new walk back to the building. Mr. Ulett thought this was a good idea but as of this date we have not been notified

38. (continued) that the city has received permission for the state and it's contractors to enter upon private property to perform such work. It was Mr. Leedom's opinion on November 6th that this is what we should have done. I advised Mr. Leedom that on the remainder of the sidewalk work, should such a simular condition come up, we would take it upon ourselvs (the state) to try and obtain a permit of entry in order to correct a simular condition.

39. (DRIVEWAY GRADE AT I.W.A. PARKING LOT AND VARIOUS OTHER LOCATIONS MUST BE RAISED IN BACK OF SIDEWALK TO MATCH SIDEWALK GRADE) I explained to the city that it is impossible to match every driveway and doorway etc. and still maintain a suitable curb grade and an adequate slope on sidewalk. Consequently in order to correct such conditions as mentioned in the above complaint entails entering upon private property to correct the situation. Several months ago I walked over most of Commercial Ave. with Mr. Ulett and State Inspector Robert McCarthy and pointed out to Mr. Ulett those areas where we would need a permit of entry to correct the conditions that prevail. At that time Mr. Ulett assured me that he would obtain written permission from the various property owners to enable us to perform the necessary work, but as of this date we have not received any word from the city that we have permission to enter upon private property, therefore I plan to make an effort to obtain the permit of entry letters from the various property owners myself. I see no other alternative if we are going to complete the project and please the city and property owners.

40. (FINISH OF WALK AT I.W.A. HALL VERY POOR) The finish of the sidewalk was discussed with the city at the November 5, 1969 meeting and again in the field November 6, 1969. I don't believe that the finish is the worlds greatest but I also don't believe that it is bad. Mr. Leedom explained that they didn't expect the contractor to replace any of the sidewalk due to the finish but would like to have a more uniform brooming of the side walk surface. I advised Mr. Leedom that we would watch the brooming very closely and try to get a uniform job on the remainder of the sidewalk to be poured.

41. (CURB ON 7TH STREET AT SEVENTH DAY ADVENTIST CHURCH IS CHIPPED) I explained to the city that we were aware of the chipped condition of the curb and sidewalk at various locations throughout the project and that the contractor repairs or replaces same before accepting the project as complete.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints

42. (REMOVE AND REPLACE WALK SECTION AT NORTH END OF NORTH DRIVE INTO DAIRY QUEEN) This complaint should read north end of south drive. An inspection of the walk in question was made with city representatives November 6, 1969 and I am inclined to agree with the city. I advised the city that I would instruct the contractor to remove and replace this section of sidewalk.

43. (EDGER MARKS ON WALK AT S. E. CORNOR OF 8TH AND CENTRAL SHOULD BE GROUND DOWN) I have looked at this condition and will bring it to the attention of the contractor to see that it is corrected. I so advised the city.

44. (CURB AND SIDEWALKS HAVE WRITING OR FOOT MARKS IN THEM AT SEVERAL LOCATIONS, SUCH AS S. E. CORNOR OF 8TH AND CONTRAL, AT 750 CENTRAL, 730 CENTRAL, 153 N. 7TH NEAR SHAMROCK BUILDING, AT N. E. CORNOR OF 2ND AND COMMERCIAL) I advised the city that we were aware of marks in the side walk at various locations throughout the project and that the contractor is also well aware that the sidewalk will need to be repaired or replaced to our satisfaction before we accept the project as complete.

45. (CURB IS CHIPPED AT S. E. CORNOR OF 8TH AND CENTRAL) Again I explained to the city that this would be taken care of by repairing or replacing the curb in question before the job is accepted as complete.

46. (WATER METER BOX COVER IS NOT POURED AT LUCKY 13 MARKET, NOR AT 730 CENTRAL) I explained to the city that there were many itmms on the project that are not complete as of this date and that we have no intention of accepting the project untill they are completed.

47. (SIDEWALK FINISH AT LUCKY 13 MARKET AND RUNEBERG HALL IS NOT ACCEPTABLE) I have made an inspection of this area and cannot see where we would be justified in asking the contractor to remove and replace the sidewalk. I will try to get Mr. Leedom and or Mr. Ulett to point out their specific complaint of the finish in this area and see if they definitly want the side walk replaced.

48. (BOX AT 750 CENTRAL IS NOT AT PROPER GRADE AND THE COVER HAS NOT BEEN POURED) I looked at this condition with Mr. Leedom on November 6th and the box is very definatly off grade. This condition is deplorable and is very definitly poor workmanship on the part of the contractor and also indicates a lack of inspection. I assured Mr. Leedom that I would personally point this matter out to the contractor and see that the condition is corrected. I will also discuss this complaint and others with the inspector.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints

49. (CURB AND SIDEWALK ARE BROKEN AT N. W. CORNER OF 7TH AND CENTRAL, BROKEN WALK HAS SETTLED INDICATING POOR COMPACTION OF FILL, ALSO.) This complaint was discussed at the November 5, 1969 meeting at which time I explained to the city that the curb and sidewalk had been broken by a semi trailer chip truck and that the sidewalk was not designed to with stand such a load, I assured the city that the necessary repairs would be made. Sometime ago I discussed this matter with the contractor and advised him that the curb and sidewalk must be repaired at his expense, the contractor is somewhat reluctant to do this work at his expense and I anticipate that he may file a claim for replacing the broken walk and curb.

50. (BACKFILL IS NEEDED ON 7TH ADJACENT TO CHRISTIAN SCIENCE CHURCH AND AT VARIOUS OTHER LOCATIONS.) I assured the city that backfilling was a part of the contractors regular work and that we would see that such work is completed before accepting the project as complete.

51 (JOIN PUBLIC SIDEWALK WITH WALKS GOING TO ADJACENT BUILDINGS WHERE THEY WERE ADJOINING PRIOR TO CONSTRUCTION. i.e. ON SEVENTH STREET AT CHRISTIAN SCIENCE AND DON STEEN PROPERTY) Again I explained to the city that we are aware of such matters and that all items will be finished before accepting the project as complete.

52. (TELEPHONE BOX AT N. E. CORNOR OF CHRISTIAN SCIENCE CHURCH IS NOT LEVEL) An inspection was made with city representatives on Nov. 6, 1969 concerning this complaint. It appears that this lid is warped. I assured Mr. Leedom that we would see that the contractor makes the necessary corrections.

53. (HYDRANT VALVE COVER AT S. W. CORNOR OF 7TH AND COMMERCIAL SHOULD BE CLEANED) I explained to the city that there are numerous valve covers as well as other type covers that will be checked and cleaned before we accept the project as complete.

54. (FEATHERING OF ASPHALT ON SOUTH SIDE OF COMMERCIAL WEST OF 7TH HAS CAUSED WATER TO STAND.) I explained to the city that I was well aware of this condition and that it would be corrected before we accept the project as complete.

8th Street - Bayshore Drive (Coos Bay)
Report on Complaints

55. (CLEAN TOP OF CURBS ON NORTH SIDE OF COMMERCIAL BETWEEN 6TH AND 7TH TO REMOVE CONCRETE MORTAR) I explained to the city that there are several locations where concrete mortar needs to be cleaned off of curb and that we will see that the contractor cleans them.

56. (PAVING IN GUTTER AT N. E. CORNOR OF 5TH AND COMMERCIAL IS ROUGH COARSE TEXTURE) On November 6, 1969 Mr. Leedom and I inspected the paving in question. I personally don't think it will improve matters a great deal to patch with a fine mix but Mr. Leedom more or less insisted. I advised him that I would instruct the contractor to patch with a fine mix.

57. (CLEAN CONCRETE FROM ALL HYDRANTS.) I told the city that we had every intention of having the contractor clean concrete from all facilities where he has been responsible for same.

58. (WATER STANDS IN SIDEWALK AT 410 WEST COMMERCIAL. GRADE IS IMPROPER) I explained to the city that we have been aware of this condition for some time and that the situation will be corrected before the job is completed.

59. (ADJUST WATER VALVE AT 4TH AND COMMERCIAL) Again I explained to the city that we are well aware that the valve needs to be adjusted and the contractor is aware of the need for the adjustment and that it will be adjusted before we accept the project as completed.

60. (REPATCH AROUND TELEPHONE MANHOLE AT N. E. CORNER OF 4TH AND COMM.) Mr. Leedom and I looked at this condition November 6, 1969 and I advised him that I would instruct the contractor to place some fine mix around the telephone manhole in question.

61. (POUR ADDITIONAL WALK AT 356 WEST COMMERCIAL) If the city would just be patient we will get this project finished without their reminding us that certain items need to be finished. In this case I advised the city that we intend to finish all the construction of sidewalks and all the other items that are called for in the contract.

62. (THE TELEPHONE HAND HOLE BOX AT THE FIRST NATIONAL BANK BUILDING HAS NO COVER AND IS A HAZARD) The permanent cover for this hand hole can not be placed until the underground telephone system is activated. I explained to Mr. Leedom that the contractor had been instructed to place a temporary plywood cover which he did Nov. 6, 1969.

63. (REPLACE GRAVEL IN PARKING ON BAYSHORE ADJACENT TO FIRST NATIONAL BANK) It was pointed out to Mr. Leedom at our November 5, 1969 meeting that the displacement of this gravel was caused by the Bank's Contractor when they were building curb in the area which has no bearing on the State Highway Contract.

In reading over this report it sounds like a broken record to me. It would seem to me that the city was a little premature in making their inspection. While making the inspection with Mr. Leedom on Nov. 6th I suggested to him that I thought it would be more appropriate to register their complaints with the Resident Engineer and Division Office, rather than going directly to Salem with same. Mr. Leedom agreed and said that he hoped that the Mayor would refrain from doing so again. I know I certainly hope the Mayor knocks off his trips to Salem as I have spent the better part of two days preparing this report and I feel that I could have spent my time in a much more beneficial way such as inspecting on the subject project.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

Coos Bay
mall

1859

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
H. S. COX

June 27, 1969

Mr. Harold Leedham
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedham:

Representatives from our Division office have discussed with you the matter of the type and style of signing to be used on the Coos Bay Mall Project.

As a result of these discussions, the City has chosen a type of signing that resulted in a total estimated cost of $15,000 rather than the originally estimated $7,500. Because of this, it will be necessary for the City to submit a check in the additional amount of $3,750 to cover the City's share of the increased cost of the signing.

At such time as the City of Coos Bay has transmitted the additional amount of money for the signing, work on the signing portion of the project will be initiated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
V. E. Skoog
C. T. Keasey

LEG:mk ja

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
D. B. Aronsmeier

RECEIVED
JUN 27 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Cy Cox
Coos Bay
Coop Const Agree

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 19, 1969

NOTED
H. S. COX

SUBJECT: Traffic Handling
Empire-Coos Bay Highway
8th Street-Bayshore Drive Sec.
Contract No. 7240

To: MEMO TO THE FILE

On May 15, 1969, a meeting set up by this office to discuss the traffic routing during the execution of the subject contract was held in the Coos Bay City Hall. The following persons attended:

Hal Leedom, Coos Bay City Manager
Gerald Ulett, Coos Bay City Engineer
John Quiner, Assistant Division Engineer, OSHD
Glen L. Clark, Division Traffic Engineer, "
Bob Judson, Elec. Supt., Salem "
Bobby Johnson, Resident Engineer, "
Bob McCarthy, Inspector, "
Bob Angell, Contractor

The proposal recommended in a letter dated May 12, 1969 to Mr. Keasey, Division Engineer, involving a two-phase plan was presented to this group. The basic concept was approved by the city. The temporary signal at 4th Street and Anderson Avenue during Phase I was questioned. The city's contract on Central Avenue will involve rebuilding 4th Street south to Curtis Street. It was suggested, therefore, that the city study the timing of such construction with Lyle Stewart, Consulting Engineer, to determine if a signal was necessary and, if so, where along Anderson Avenue it should be located. There was no doubt about the need for retention of the Broadway signal and the need for a temporary signal at Bayshore Drive.

The same question regarding the need for a signal at 4th Street and Commercial Avenue came up. It would depend on the schedule of the reconstruction of 4th Street again. The city was to advise this office when this was resolved.

NOTED
HAROLD
REYNOLDSON

RECEIVED
MAY 20 1969
ENGINEER
COUNTY & CITY DIVISION

APPROVED:
ASS'T. DIV. ENGR.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

The contractor would revise the curb returns at 7th Street as a temporary measure and not adjust underground facilities. This would be extra work then on the contract. Mr. Angell thought this might require a time extension. Mr. Johnson advised him that if he thought so, a letter documenting his claim could be written. The contractor objected to any consideration of installing the permanent traffic signal bases ahead of schedule on Anderson Avenue. The city stated we could count on placing temporary wood poles for signal supports in the colored sidewalk area. This would be accomplished by leaving out a section at each pole location.

The city will contact this office on this subject in the near future. The city thought the Phase I (Anderson Avenue) detour could be needed in three or four weeks. They were informed that the State Force Work would be charged to the contract and, therefore, they would be paying 50% of the cost.

Glen L. Clark

GLEN L. CLARK
Division Traffic Engineer

GLC/cw
cc F. B. Crandall
F. D. Morgan
Bobby Johnson
R. A. Sandmann
Bob Judson
H. S. Cox

May 15, 1969

Mr. Robert D. Nelson
Finance Officer, City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

Dear Sir:

We wish to acknowledge receipt of City's warrant #8040 in the amount of $252,000 which, added to the previous check #2977 ($450,000) received April 30, completes the total advance deposit required from the City pursuant to agreement between the City and State.

We appreciate the splendid cooperation of the Coos Bay officials and trust the project is under way in a satisfactory manner to all concerned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

DN Harwell

D. N. Harwell
Assistant County and City Engineer

DNH:mm

cc: Hal A. Leedom, City Manager
V. E. Skoog, Asst. Div.
C. T. Kenney, Div. Engr.

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

HAROLD A. LEEDOM
CITY MANAGER

SISTER CITY
LARVIK, NORWAY

ROBERT F. WALBERG
MUNICIPAL JUDGE

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

May 13, 1969

State Highway Department
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County and City Engineer

Gentlemen:

Enclosed is the City of Coos Bay's check in the amount of $252,000.00. This represents the difference between the amount requested in your letter of April 21, 1969 ($702,000.00) and the amount previously forwarded to you ($450,000.00).

Very truly yours

Robt D. Nelson
Robert D. Nelson
Finance Officer

RDN:tl
Encl: ck-$252,000.00

RECEIVED
MAY 15 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

Largest City On The Oregon Coast

NOTED
DON HARWELL

Cox Coos Bay
3-11-69 [illegible]

FORM E-30

RECEIVED
MAY 14 1969
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Roseburg, Oregon
May 12, 1969

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

SUBJECT: Routing and Traffic Handling
Empire-Coos Bay Highway
8th Street - Bayshore Drive Sec.
Coos Bay
Contract No. 7240

In response to a verbal request from Mr. Quiner, Assistant Division Engineer, a plan for handling traffic during construction is herewith presented.

The need for such a plan is an outgrowth of questions asked at the preconstruction conference held May 1, 1969. The city is interested in starting work on Central as soon as possible while work is proceeding on Anderson and Commercial Avenues. Mr. Johnson, Resident Engineer has suggested that when the contractor has re-opened Commercial Avenue to traffic from Bayshore Drive to 5th Street, that a detour route be established over Central, 5th and Commercial to allow the city's work to begin on Central Avenue. It was thought that this would allow the work to begin two months earlier.

It would be difficult to maintain two-way traffic on 5th Street without major curb return cutbacks. Even one-way operation would require minor curb cutbacks. That would require placing eastbound traffic onto Anderson at 7th or 5th Streets. More curb cutbacks would be required. Only at 7th would these be planned as part of the contract. Several other phases would result as work progressed.

An alternate proposal is made that would require only two phases over the entire life of the contract, and also allow the city to begin their work on Central Avenue at their convenience.

Phase One would place all Empire-Coos Bay Highway Traffic on Anderson Avenue via 7th Street. The curb returns would be cut back and this would eliminate the traffic signal at 7th and Central. Sandbag channelization would be installed to force the major flow to and from Anderson Avenue. A temporary traffic signal would be installed at 4th and Anderson. It would be hoped that the new contract bases would exist so that temporary strain poles could be set and that a spanwire signal could be installed. A signal exists at Anderson and Broadway. The Bayshore Drive and Anderson Intersection would require a temporary signal also and the contract bases could again be used if completed.

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HAROLD
REYNOLDSON

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R [illegible] GE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

APPROVED
ASS'T. DIV. ENGR.

NOTED
DON HARWELL

May 12, 1969

Anderson Avenue varies from 36' to 40' in width with parking basically allowed on both sides. This is substandard but is the same as that which now exists on Central. Some parking prohibition might be required at intersections and around the curb cutbacks at 7th Street.

Phase Two would begin when Commercial Avenue was completed. Two-way traffic would be placed on this street and the contractor could begin work on Anderson Avenue. If the traffic signal was completed at 4th Street, a temporary pole could be set on the pedestal base to provide the eastbound signal indication. (The contract signal is designed for westbound one-way traffic.) The signal at Broadway will have to be revised by removal of the contract pole in the southeast quadrant and replacing it with a two mast arm pole. A wood pole temporary signal would be required at Commercial and Bayshore Drive.

No other detours would be necessary. It would be anticipated that the existing signal at Commercial and Broadway would be removed when the new curbs are placed and Commercial Avenue traffic would operate from "STOP" signs during construction. The same would be true for Anderson Avenue and Broadway.

This routing of traffic is, of course, basically for the convenience of the city for starting their work on Central Avenue. The contractor should provide the curb radius cutback at 7th and the balance accomplished by State forces charged to the contract and, therefore, shared on a 50 - 50 basis with the city. With your approval, I will make an appointment with the city for Friday, May 16, 1969, if convenient for them.

Glen L. Clark
GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

GLC:gjg
cc: F. B. Crandall
F. D. Morgan
Cy Cox
Bobby Johnson
Bob Sandmann
Bob Judson

RECEIVED
MAY 7 - 1969

FOR FILE
106-1128
7240

May 7, 1969

Bob Angell, Inc.
641-6th Avenue
Eastside, Oregon 97420

Gentlemen:

Enclosed are three copies of Contract No. 7240 for $776,750 awarded to you by the State Highway Commission on May 1, 1969. This contract is for grading and paving on the 8th Street-Bayshore Drive Section in the City of Coos Bay of the Empire-Coos Bay Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 19, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
Bobby Johnson
C. T. Keasey

RECEIVED
JUN 26 1969

FOR FILE

106-1128

7240

May 1, 1969

Bob Angell, Inc.
P. O. Box 4288
Eastside, Oregon 97420

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for grading and paving on 8th Street and Bayshore Drive in Coos Bay of the Empire-Coos Bay Highway in Coos County for the sum of $776,750 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Coos Bay approves and has made proper deposit.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7240.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
D. J. Barbee
H. W. McCauley (SIAC)
I. D. Merchant
Bobby Johnson
C. T. Keasey

NOTED
H. S. COX

Salem, Oregon
April 30, 1969

Mr. L. H. Young
Program-Planning Engineer
BUILDING

Advance Deposit
8th Street-Bayshore Drive Section
Empire-Coos Bay Highway
City of Coos Bay

On April 18, bids were received on subject project pursuant to agreement between City and State, and City's advance deposit required on bids received was estimated at $702,388.34.

The City was requested to forward said amount prior to award of contract; however, due to part of City's money being in Time Certificates, City has forwarded Warrant #7977 in the amount of $450,000.00, with the balance of $252,388.34 to be forwarded within the next two weeks.

Due to complications over utility relocation and various other matters, it is requested that we award the contract based on receipt of the advance $450,000.00 deposit with balance of $252,388.34 due May 15.

This matter was discussed with Mr. F. B. Klaboe on April 28 and has his verbal blessing for award on this basis.

H. S. Cox
County-City Division Engineer

By

D N Harwell

D. N. Harwell
Assistant County-City Division Engineer

NOTED
HAROLD
REYNOLDSON

DNH:mm

cc: F. B. Klaboe
C. H. Maisen, att'n John Herr*
F. D. Morgan
C. T. Keasey
Floyd Query

NOTED
MAINOR C. HOLMES

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

*Check #7977 ($450,000) received

by ______________________

Date 4/30/69

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

April 29, 1969

RECEIVED
APR 29 1969
ENGINEER
COUNTY & CITY DIVISION

State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County and City Engineer

Dear Mr. Cox:

Attached is a City check in the amount of $450,000.00 as a portion of our advance deposit for the construction of the Anderson-Commercial couplet here in Coos Bay.

The reason that we are not able to send the entire amount of $702,388.34 is that a portion of our funds are invested in Time Certificates which do not mature until the week of May 5th. This places us in the position of either having to borrow the money at a higher rate of interest than we would receive from our Time Certificates, or withdrawing the money from the Time Certificates with a complete loss of interest on those particular Time Certificates.

The remainder of the advance deposit in the amount of $252,388.34 will be available no later than the week of May 12th. On this basis the City of Coos Bay respectfully requests that the Highway Commission award the contract and allow the contractor to proceed with the work as soon as possible.

NOTE

We realize that this is somewhat irregular but feel that due to the importance of getting this work started as soon as possible that this is the best way to handle the situation.

If, however, it is not possible to proceed on the basis I have outlined, please advise immediately.

OK by FBK 4-28-69 Dmk.

Very truly yours,

Harold A. Leedom
Harold A. Leedom
City Manager

cc: Klaboe
Young
Maison
Query

HAL/nf
Certified Mail
Enclosure

Largest City On The Oregon Coast

NOTED
DON HARWELL

RECEIVED
APR 23 1969
FORM 2-123X

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

706-1138

7240

NOTED
R. L. PORTER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1969

City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

Attention: Mr. Harold A. Leedom, Manager

Gentlemen:

On April 18, the State Highway Commission opened bids on the 8th Street-Bayshore Drive Section project on the Empire-Coos Bay Highway No. 243 in Coos Bay. The only bid* submitted was by Bob Angell of Eastside; and the anticipated City cost of the project, based on terms of the agreements of March 11, 1969 and this bid, is as follows:

			City Cost
*100% City Items			$430,285.84
Engineering & Contingencies (13-1/2%)			58,088.59
	TOTAL		$488,374.43
*50% City-50% State Items		$372,264.16	
Engineering & Contingencies (13-1/2%)		50,255.66	
	TOTAL	$422,519.82	
Estimated Right-of-Way Cost		9,000.00	
	TOTAL	$431,519.82	
Credit for Sidewalk Saving (3,880 lin. ft. @ $0.90/lin. ft.)		-3,492.00	
	TOTAL	$428,027.82 ÷	214,013.91
		TOTAL	$702,388.34

As per terms of the agreements of March 11, 1969, an advance deposit in the above amount, or say $702,000, is required from the City prior to awarding of the contract. At your earliest convenience, please forward a check or warrant in the amount of $702,000 made payable to the Oregon State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RECEIVED
APR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

bc: ~~R. L. Porter~~, w/att.
F. B. Klaboe do
Tom Edwards
L. H. Young
F. D. Morgan
C. T. Keasey
C. H. Maison
D. H. Moehring
V. L. Gallagher
V. P. Johnson
Bobby Johnson

RU:mm
*See attachments

ESTIMATED CONTRACT AMOUNT
100% CITY ITEMS*
8th Street-Bayshore Drive (Coos Bay) Section
Empire-Coos Bay Highway
Bid Received April 18, 1969

				@	Total
1.	All	Specified	Temporary Protection and Direction of Traffic		
2.		lin.ft.	Removal of Curbs		
*3.	3011	sq.yd.	Removal of Walks and Driveways	1.44	4,335.84
4.		only	Removal of Inlets		
*5.	9	only	Removal of Manholes	119.50	1,075.50
6.		cu.yd.	General Excavation, Unclassified		
7.		Specified	Finishing Roadbed and Slopes		
*8.	2108	cu.yd.	Trench Excavation	4.15	8,748.20
*9.	1348	cu.yd.	Sand Backfill	3.00	4,044.00
*10.	440	cu.yd.	Granular Backfill	7.75	3,410.00
*11.	90	lin.ft.	Pavement Replacement	3.00	270.00
12.		ton	Asphalt in Tack Coat		
13.		ton	Class "B" Asphalt Concrete		
*14.	All	Specified	Sewer Outfall Structure	--	2,285.50
*15.	10	cu.yd.	Gravel Blanket	10.00	100.00
*16.	25	cu.yd.	Loose Riprap	8.00	200.00
17.		lin.ft.	8-inch Sewer Pipe		
*18.	530	lin.ft.	12-inch Sewer Pipe	6.20	3,286.00
*19.	210	lin.ft.	15-inch Sewer Pipe	9.50	1,995.00
*20.	30	lin.ft.	20-inch Sewer Pipe	46.00	1,380.00
*21.	40	lin.ft.	21-inch Sewer Pipe	12.60	504.00
*22.	60	lin.ft.	24-inch Sewer Pipe	13.50	810.00
*23.	880	lin.ft.	36-inch Sewer Pipe	19.10	16,808.00
*24.	70	lin.ft.	42-inch Sewer Pipe	39.50	2,765.00
*25.	300	lin.ft.	Roof Drains	1.50	450.00
*26.	All	Specified	Extra for Pipe Under Railroad	--	3,860.00
*27.	9	only	Concrete Manholes	385.00	3,465.00
28.		only	Concrete Inlets, Type G-1		
*29.	1	only	Special Manhole, Station "C" 13+30.42	970.00	970.00
*30.	1	only	Special Manhole, Station "C" 13+75.17	3,170.00	3,170.00
31.		only	Adjusting Manholes		
32.		only	Adjusting Inlets		
33.		cu.yd.	Concrete Curbs		
*34.	787	sq.yd.	Concrete Driveways	6.40	5,036.80
*35.	3460	sq.yd.	Concrete Walks	5.60	19,376.00
36.	All	Specified	Traffic Signal Installation and Removal		
*37.	All	Specified	Underground Power Duct System	--	226,500.00
*38.	All	Specified	Underground Telephone Duct System	--	155,600.00

Bid Item Total $429,285.84

Anticipated Additional Items: Furnish Valve Box Frames and Covers 1,000.00

TOTAL $430,285.84

RU:mm
4/21/69

ESTIMATED CONTRACT AMOUNT
50% City-50% State Items*

8th Street-Bayshore Drive (Coos Bay) Section
Empire-Coos Bay Highway
Bid Received April 18, 1969

				@	Total
*1.	All	Specified	Temporary Protection and Direction of Traffic	--	$ 18,205.00
*2.	7,800	lin.ft.	Removal of Curbs	.68	5,304.00
*3.	4,089	sq.yd.	Removal of Walks and Driveways	1.44	5,888.16
*4.	50	only	Removal of Inlets	60.00	3,000.00
5.		only	Removal of Manholes		
*6.	8,300	cu.yd.	General Excavation, Unclassified	1.98	16,434.00
*7.	All	Specified	Finishing Roadbed and Slopes	--	8,500.00
*8.	732	cu.yd.	Trench Excavation	4.15	3,037.80
*9.	702	cu.yd.	Sand Backfill	3.00	2,106.00
10.		cu.yd.	Granular Backfill		
*11.	20	lin.ft.	Pavement Replacement	3.00	60.00
*12.	6	ton	Asphalt in Tack Coat	95.00	570.00
*13.	17,000	ton	Class "B" Asphalt Concrete	10.35	175,950.00
14.		Specified	Sewer Outfall Structure		
15.		cu.yd.	Gravel Blanket		
16.		cu.yd.	Loose Riprap		
*17.	2,100	lin.ft.	8-inch Sewer Pipe	2.85	5,985.00
18.		lin.ft.	12-inch Sewer Pipe		
19.		lin.ft.	15-inch Sewer Pipe		
20.		lin.ft.	20-inch Sewer Pipe		
21.		lin.ft.	21-inch Sewer Pipe		
22.		lin.ft.	24-inch Sewer Pipe		
23.		lin.ft.	36-inch Sewer Pipe		
24.		lin.ft.	42-inch Sewer Pipe		
25.		lin.ft.	Roof Drains		
26.		Specified	Extra for Pipe Under Railroad		
*27.	1	only	Concrete Manholes	385.00	385.00
*28.	56	only	Concrete Inlets, Type G-1	158.00	8,848.00
29.		only	Special Manhole, Station "C" 13+30.42		
30.		only	Special Manhole, Station "C" 13+75.17		
*31.	38	only	Adjusting Manholes	65.00	2,470.00
*32.	1	only	Adjusting Inlets	65.00	65.00
*33.	220	cu.yd.	Concrete Curbs	62.50	13,750.00
*34.	413	sq.yd.	Concrete Driveways	6.40	2,643.20
*35.	1,740	sq.yd.	Concrete Walks	5.60	9,744.00
*36.	All	Specified	Traffic Signal Installation and Removal		64,519.00
37.	All	Specified	Underground Power Duct System		
38.	All	Specified	Underground Telephone Duct System		
				BID ITEM TOTAL:	$347,464.16

Anticipated Add'l Items:	Flagging	$ 2,000.00	
	Prep. of Subgrade	10,000.00	
	Signing	7,500.00	
	R.R. Prot. Costs	300.00	
	Reconst. Sewer Conn.	5,000.00	24,800.00
		TOTAL:	$372,264.16

RU:mm
4/21/69

04/18/69 JOB NO. 07 LOW BIDDER022

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT
1	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	18205.00	18.205.00
2	REMOVAL OF CURBS	7.800.000	LIN FT	.68	5.304.00
3	REMOVAL OF WALKS AND DRIVEWAYS	7.100.000	SQ YDS	1.44	10.224.00
4	REMOVAL OF INLETS	50.000	ONLY	60.00	3.000.00
5	REMOVAL OF MANHOLES	9.000	ONLY	119.50	1.075.50
6	GENERAL EXCAVATION UNCLASSIFIED	8.300.000	CU YDS	1.98	16.434.00
7	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	8500.00	8.500.00
8	TRENCH EXCAVATION	2.840.000	CU YDS	4.15	11.786.00
9	SAND BACKFILL	2.050.000	CU YDS	3.00	6.150.00
10	GRANULAR BACKFILL	440.000	CU YDS	7.75	3.410.00
11	PAVEMENT REPLACEMENT	110.000	LIN FT	3.00	330.00
12	ASPHALT IN TACK COAT	6.000	TONS	95.00	570.00
13	CLASS B ASPHALT CONCRETE	17.000.000	TONS	10.35	175.950.00
14	SEWER OUTFALL STRUCTURE	1.000	LUMP SUM	2285.50	2.285.50
15	GRAVEL BLANKET	10.000	CU YDS	10.00	100.00
16	LOOSE RIPRAP	25.000	CU YDS	8.00	200.00

04/18/69 JOB NO. 07 LOW BIDDER022

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT
17	8-INCH SEWER PIPE	2.100.000	LIN FT	2.85	5.985.00
18	12-INCH SEWER PIPE	530.000	LIN FT	6.20	3.286.00
19	15-INCH SEWER PIPE	210.000	LIN FT	9.50	1.995.00
20	20-INCH SEWER PIPE	30.000	LIN FT	46.00	1.380.00
21	21-INCH SEWER PIPE	40.000	LIN FT	12.60	504.00
22	24-INCH SEWER PIPE	60.000	LIN FT	13.50	810.00
23	36-INCH SEWER PIPE	880.000	LIN FT	19.10	16.808.00
24	42-INCH SEWER PIPE	70.000	LIN FT	39.50	2.765.00
25	ROOF DRAINS	300.000	LIN FT	1.50	450.00
26	EXTRA FOR PIPE UNDER RAILROAD	1.000	LUMP SUM	3860.00	3.860.00
27	CONCRETE MANHOLES	10.000	ONLY	385.00	3.850.00
28	CONCRETE INLETS TYPE G-1	56.000	ONLY	158.00	8.848.00
29	SPECIAL MANHOLE STATION C 13+30.42	1.000	ONLY	970.00	970.00
30	SPECIAL MANHOLE STATION C 13+75.17	1.000	ONLY	3170.00	3.170.00
31	ADJUSTING MANHOLES	38.000	ONLY	65.00	2.470.00
32	ADJUSTING INLETS	1.000	ONLY	65.00	65.00

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   04/18/69  JOB NO. 07                                      LOW BIDDER022
NO.        ITEM NAME            QUANTITY   UNIT        UNIT BID      AMOUNT

33  CONCRETE CURBS
                                 220.000 CU YDS           62.50      13,750.00
34  CONCRETE DRIVEWAYS
                               1,200.000 SQ YDS            6.40       7,680.00
35  CONCRETE WALKS
                               5,200.000 SQ YDS            5.60      29,120.00
36  TRAF SIG INSTALLATION
    AND REMOVAL                    1.000 LUMP SUM     64519.00      64,519.00
37  UNDERGROUND POWER DUCT
    SYSTEM                         1.000 LUMP SUM    172649.00     172,649.00
38  UNDERGROUND TELEPHONE
    DUCT SYSTEM                    1.000 LUMP SUM    168292.00     168,292.00

    TOTAL BID                                                      776,750.00

--------------------------------------------------------------------------------


 01    BOB ANGELL INC                                                776,750.00
       EASTSIDE                                                                    022
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RECEIVED
APR 15 1969
FO[illegible]

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

106-1128
7240

April 10, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Railroad Work
8th Street-Bayshore Drive (Coos Bay) Section
Empire-Coos Bay Highway
Coos County
YOUR FILE: 323-3

Gentlemen:

This is in reply to your letter of April 8, 1969 wherein you request verification that the State will reimburse the Railroad for protective work required by this project.

This is to advise that the State will agree to reimburse the Railroad in accordance with PPM 30-3 and all supplements thereto for the actual cost of protective service insofar as it is required to protect Railroad facilities during the signal installation at Anderson Avenue and Bayshore Drive.

The State will bear these costs up to the limited amount of $300 with the contractor bearing costs in excess of this amount.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe (w/copy of SP letter)
C. T. Keasey "
Bobby Johnson "
J. E. Holcomb "

cc: Southern Pacific - San Francisco

RECEIVED
APR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

April 8, 1969

323-3

Routing
Morgan
Decker
Bond
Walker
Boehme
[illegible]

RECEIVED
APR 10 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
[illegible]

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter March 28, regarding construction plans, 8th Street - Bay Shore Drive (Coos Bay) Section Empire-Coos Bay Highway, Coos County.

Upon reviewing specification, note that on Page 9 in connection with the signal installation at Anderson Avenue and Bay Shore Drive, the State will share the cost of railroad protective service and devices up to the limited amount of $300. The cost of railroad protective services over and above this amount is contractor's responsibility and shall be borne by the contractor. Also note on Page 10 and 11 contractor is to furnish railroad protective insurance.

Since this project is being handled by the State of Oregon, will need verification as to these reimbursable charges for railroad personnel. Suggest that this be handled by an exchange of correspondence. Please verify.

Yours truly,

AW Kilborn

cc: Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
San Francisco, California

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1116
COOS BAY, OREGON 97420

April 4, 1969

NOTED
H. S. COX

McNutt, Gant & Ormsbee
255 N. Third Street
Coos Bay, Oregon 97420

Attention: Mr. George Gant

Dear George:

This is in reply to our phone conversation regarding the driveways for McKay's Market at 7th & Central as they are affected by the impending highway improvement.

As I mentioned, the Highway Department has agreed to eliminate the left turn prohibition at 7th and Anderson.

In addition, the City of Coos Bay will allow a curb cut on Central Avenue near the west end of the block between 7th and 8th Streets.

Very truly yours,

Hal Leedom
Harold A. Leedom
City Manager

cc: ✓ Mr. Don Harwell
Oregon State Hwy. Dept.
County - City Division
Salem, Oregon 97301

NOTED
HAROLD
REYNOLDSON

D.J. Barbee
C.T. Kensey } do we need anything in addition? Don H.

RECEIVED
APR - 7 1969
ENGINEER
COUNTY & CITY DIVISION

Not as far as we know - this agrees with plans & Bill Cole's info.
Walker

Copy returned to Don Harwell. ASP

Routing
2 Barbee
1 Hall ✓
W. Olson WB.
Sample
3 Kemp n.
...enson
Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR - 9 1969
DESIGN
DIVISION

RECEIVED
APR 10 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Largest City On The Oregon Coast

NOTED
B. ADAMS

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

MEMO TO FILES, March 26, 1969

NOTED
H. S. COX

8th Street-Bayshore Drive Section
Empire-Coos Bay Highway
City of Coos Bay

This date I called the City of Coos Bay regarding subject matter to inform them the project was currently proceeding on schedule for the April 17 bid letting.

City Manager Hal Leedom and Public Works Director Gerry Ulett are both out of town until Friday or Saturday, and I therefore could not inform them of the latest estimate of cost; i.e., $870,000 for the "mall" couplet. The breakdown of costs pursuant to terms of the agreement dated March 11, 1969, and the supplements thereto are: State, $175,000; City $695,000 including those additional items being requested and constructed at sole expense of city and amounting to $520,000. ★

The last major contact with the City, by State, was March 20 for finalization of all data related to the project. They were informed of the $-figure at that time by written estimate, to which there was no apparent objection.

I trust the City will be in a position to advance the State the approximate amount of $695,000 based on the actual bid items prior to award of contract. ★

D. N. Harwell
D. N. Harwell
Assistant County and City Engineer

DNH:mm

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe } info
D. J. Barbee }
F. D. Morgan
C. T. Keasey
T. W. Litchfield
John E. Holcomb

★ Called Leedom 3-31-69 (11^{30} am) related money due State - he assured me, no problem,
Don H.

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

OTED
HARWELL

H. S. Cox

FORM 8-50 (12-67)

RECEIVED
MAR 25 1969
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 24, 1969

SUBJECT: 8th Street-Bayshore Dr. Sec.
Empire-Coos Bay Highway
Coos County

To: MEMO TO THE FILES

A supplemental final design conference was held at the Coos Bay City Library commencing at 8:30 A.M. March 20, 1969 to finalize agreement on changes which were brought up at the final design conference in Salem on March 6, 1969.

As a few of the utility representatives requested that they be present at this conference, it was decided to hear them out prior to the arrival of the State's people from Salem. Those in attendance at this meeting were as follows:

Harold Leedom	City of Coos Bay
Lyle Stewart	Langford & Stewart
Bob Wade	Harlen, Gessford & Erichsen
Richard Nored	" " "
Max Moorhead	Balzhiser & Colvin
A. J. Moore	Pacific Power & Light Co.
Jack Honsowetz	" " " "
Ted Corbett	" " " "
Jim Jeter	" " " "
Harold Smith	" " " "
C. W. Heckard	Coos Bay-North Bend Water Board
King Phelps	" " " " " "
Bruce Hesselman	General Telephone Co. of N.W.
Jack Cartwright	Oregon State Highway Department
Bill Cole	" " " "
John Day	" " " "
John Holcomb	" " " "
Bobby Johnson	" " " "
Bob McCarthy	" " " "
Frank Terin	" " " "

Other than Johnson, McCarthy, and I, the Highway people arrived at the meeting at 10:00 A.M.

NOTED
ON HARWELL

At the beginning of the meeting, A. J. Moore of PP&L asked about the construction path, if any, which we had decided to hold to. He said this could influence the temporary locating of existing power poles. I told him that at the March 6 meeting, we had agreed to limit the work area being closed to traffic and require that the contractor proceed westerly along Commercial from Bayshore before working on Anderson Street. I explained that we did not want to hold the contractor to any precise schedule because of the differences in types of equipment and the way any one contractor may be geared.

There was quite a lengthy discussion mainly involving Honsowetz, Corbett, Nored and Wade on the design of the illumination bases, and the necessity for having it tied into the curb. Bobby Johnson said he felt this should not be. After some discussion, it was agreed that Wade and Nored should take this up with Erichsen later in the day, as Erichsen is the one who designed this and undoubtedly had his reasons for doing so. If any change is warranted, they will phone the information to Bill Cole.

A question then came up as to which estimate covered the cost of the illumination bases. Stewart said it was not in the conduit estimate and I said I was quite sure the State had made no provision for this. Stewart said he would get this in.

Heckard brought up a possible conflict between three illumination bases and a water main between 5th and 7th on Commercial and wanted to know if the bases should not be altered to avoid this conflict. Leedom explained that it was too late to alter the base design and if such is the case, the Water Board should figure on an adjustment of their main in this area.

Heckard said that in the vicinity of 2nd and Anderson are a couple of large water meter vaults which will be in the sidewalk and street of the completed construction. I stated that in that case, they should be adjusted so that they are in the sidewalk area and not extending into the street.

Heckard then asked about changing out a number of galvinized services throughout the project. Bobby Johnson asked how long it would take to change one of these and Heckard said he felt this could be done in an hour or so. After some discussion, it was agreed that if the board could so arrange their work, it would be to the best interest of the public to have these services changed out at the time the contractor tears up the street. Heckard said we could count on the board to fully cooperate in this matter.

[illegible] 000
~~350,000~~ / 50 st. / 50 city
175,000
220,000 100 city
$695,000 Total city

called City 3-26 no reply out of town See memo

NOTED
DON HARWELL

At 10:20 I turned the meeting over to Bill Cole and he discussed the changes in plans agreed upon at the March 6 meeting. Everyone seemed to be in accord on these changes. He gave Leedom a written estimate of the city's cost for work to be performed by the State. He also gave him an estimate on the amount of concrete rubble to be stockpiled. John Day asked Leedom if he had finalized arrangements for a stockpile site for the rubble and explained that we should know this and have it defined in the Special Provisions. Leedom said he would have this information to John Day this noon.

Cole then discussed the errors in my memo of the March 6 meeting. He pointed out that we had agreed to install flap gates on the two inlet pipes into the new storm system at Commercial and Bayshore and not to tap these into the old sewer line as I had stated. Leedom asked that the State specify bronze or stainless steel fittings on these gates because of the possibility of their being in salt water. Day and Cole agreed to this.

Stewart asked about how we intended to give the city the right of approval on items specified as "or equal". Bobby Johnson explained that the State has the right ot approve or disapprove all materials used in construction and that if the contractor chooses to use an alternate brand he (Johnson) will ask the city's concurrence.

Leedom stated that a number of existing manhole covers to be adjusted are not standard and that the city wished to have these changed out to a standard type at the time of adjustment.

John Day said he would specify this and that the covers will be furnished by the city delivered to a designated site. The city will then pick up and dispose of the old covers.

Cole then pointed out that in my said memo of the meeting of March 6, I stated that the city was to be billed 100% for sidewalk work from a point 1.5 ft. behind the face of the new curb. He said this should read "except where there is less than five ft. of sidewalk remaining" in which case the State would replace the additional amount.

Also on said memo, the paragraph concerning costs. All statements here appear to have been in error and I will not attempt to correct them via this memo for fear of making another erroneous statement.

Cole then made a quick review of the conduit cost estimates presented to him by Stewart at this time. He stated that as agreed the conduit work is to be lump sum on two systems, one for power and one for telephone. The costs for illumination bases are to be included in the power conduit costs. Wade will phone these costs into Cole and follow it up with a letter.

Cole said in reference to Sheet 2B that he needs a list, by stations, of the proposed locations for roof drains. Said list should include the proposed installations as well as existing. Wade is to submit this.

A short discussion was held on sidewalk cutouts for tree planters. Cole stated that no special cost has been set aside for these as the cost of forming will be offset by the reduced volume in sidewalk concrete.

Heckard asked if anyone had determined if the planter locations will conflict with existing water meters. Apparently this has not been done.

Cole asked Leedom if he wished any special backfill listed for the planter area. Leedom and Stewart said no, that this will be taken care of by the landscaping contractor.

At this time, I asked the PP&L people if they had designated an exact location for delivery of their duct material. Jeter stated that it would be okay for the contractor to pick materials up at their yard at 2nd and Walker Sts. if he would arrange to do this during regular working hours. Johnson and I pointed out that there is a difference in the delivery of the two duct systems in that the power company wishes to buy and deliver the materials for their conduit system and that with the phone conduit, the contractor is to acquire the materials. Therefore, the power company could not expect the contractor to warehouse their materials.

Wade and Nored stated that they felt the signal post base as designed by the State was inadequate and should be changed. Cole said this was designed by our Traffic Department and would have to be taken up with them. Cartwright said he would take this up with Val Johnson and have him contact Wade.

Ted Corbett asked that the pedestrian signal mounting brackets to be placed on illumination pole be manufactured with the pole and not be an addition placed in the field. John Day said this could be specified.

The meeting was adjourned at approximately 1:15 P.M.

As a footnote to this memo: Anyone having any additions or corrections please so notify me, in writing, and I will write a supplementary report correnting this memo.

John E. Holcomb
JOHN E. HOLCOMB
Field Utilities Liaison Engineer

JEH/cw
cc City of Coos Bay
Atten: Harold A. Leedom
Langford & Stewart
Atten: Lyle Stewart
Harlan & Gessford & Erichsen
Atten: R. H. Erichsen
Balzhiser & Colvin
Atten: Carrol Colvin
Pacific Power & Light Co.
Atten: Jack Honsowetz
Coos Bay-North Bend Water Board
Atten: C. W. Heckard
General Telephone of the N.W. Inc.
Atten: B.C. Hesselman
Northwest Natural Gas Co.
Atten: Al VanHorn
D. J. Barbee
H. S. Cox
L. E. George
Bobby Johnson
C. T. Keasey
T. W. Litchfield

RECEIVED
APR 24 1969

FOR FILING

106-1128
7240

ABandonment
Resol.
487
+

MISC. CONTRACTS and AGREEMENTS No. 3709 40

March 13, 1969

3-11-69

City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

Attention: Mr. Harold A. Leedom
City Manager

Gentlemen:

Attached for your files are fully executed copies of construction-finance-abandonment and traffic signal agreements for the 8th Street-Bayshore Drive Section of the Empire-Coos Bay Highway in the city of Coos Bay.

We are retaining a fully executed copy of each agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed construction agreement attached)
F. B. Crandall
(conformed traffic signal agreement attached)

H. S. Cox

RECEIVED
MAR 11 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 10, 1969

SUBJECT: Final Design Conference
8th St. - Bayshore Dr. Section
Empire-Coos Bay Highway
Coos County

To: MEMO TO THE FILES

A meeting was held in Room 134 of the State Highway Building in Salem at 9:00 A.M. Thursday, March 6, 1969 between representatives of the City of Coos Bay and the Highway Department to discuss the final design of the above subject project. Those in attendance were as follows:

City of Coos Bay

Harold A. Leedom, City Manager
Jerry Ulett, City Engineer
Lyle Stewart, Planning Consultant, Langford & Stewart
Roy Erichsen, C.E. Consultant, Harlan, Gessford & Erichsen
Carrol Colvin, E.E. Consultant, Balzhiser & Colvin
Max Moorhead, E.E. Consultant, Balzhiser & Colvin

Coos Bay - North Bend Water Board

C. W. Heckard, Manager (In attendance from 1:00 P.M. to 2:15 P.M.)

Northwest Natural Gas Co.

Donald C. Koford, Staff Engineer (In attendance 3:30 P.M. to 4:15 P.M.)

Oregon State Highway Department

Jack Cartwright, Utilities Office Engineer
Bill Cole, Designer
John Day, Sr. Specifications Engr.
Frank Hall, Assistant Design Engineer
John E. Holcomb, Field Utilities Liaison Engineer
Bobby Johnson, Resident Engineer
C. T. Keasey, Division Engineer
Frank Terpin, Final Design Engineer

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Jack Cartwright opened the meeting. I made a statement that we wished a complete discussion on three topics in particular. (1) Design. (2) Specifications. (3) Costs.

Bill Cole began a discussion on the State's preliminary plans and discussed them page by page, item by item. A question arose on how we proposed to have the contractor place the first lift of pavement. Bill said this will have to be bladed in with a motor grader. When questioned about stabilization of the subgrade in certain areas, he stated that a provision will be made in the contract for stabilization.

Lyle Stewart brought up a question on uniformity of plans and how the city's will be included with the State's. Frank Terpin and Bill Cole said they should send them in on regular size sheets and the State will reduce them to size if at all possible.

Cole then discussed Sheet 2A and asked Roy Erichsen if the typical section for the storm sewer pipes shows what he wanted for bedding. Erichsen said they had planned for 18 inches of bedding under the pipe. After further discussion, it was agreed we would use a sand seal over the native material and then place a gravel bedding with minimum of compaction.

Bobby Johnson asked about cribbing under the pipes. The city said they did not feel this would be necessary.

Frank Hall asked about bedding under manholes. City says this should be the same as the pipes, 18 inches of granular backfill which should be an open graded rock. Leedom said there is a commercial source available. Sizing should be 1½"-0 but limit fines and sand content. The remaining backfill should be blow sand.

Cole then discussed the placing of rip rap at the outflow of the storm sewer as shown on Sheet 2A. The city said concrete rubble would be okay for this purpose as long as the sizing was adequate. This could be placed loose with the voids filled with finer material.

Terpin suggested that a gravel bedding be placed on the native ground to serve as a bedding for the rip rap in an attempt to prevent a washout of the native soils. He suggested this be placed about 6 inches deep. The typical section should then be changed to show the rip rap being placed on original ground rather than a special excavated area as shown.

Leedom requested that the remaining concrete rubble be stockpiled by the State's contractor on a site to be designated and furnished by the city, so that the city could in turn use the rubble for facing of a dike they intend to build on the easterly side of the railroad.

Cole then discussed the pipe list as shown on Sheet 2B. Erichsen asked why there are no alternates shown. After some discussion, we agreed that we had ruled out most other types at the previous meetings for one reason or another.

Leedom asked that all culverts which do not have asbestos protection be backfilled in a sand envelope rather than backfilled with the native materials which may have a clay or salt content.

Next a discussion was held on the storm sewer crossing under the railroad at Commercial and Bayshore. Discussed was the feasibility of open cutting and boring. Because of the type of soils to be dealt with and the problems of scheduling work to conform to train schedules, Leedom said they would rather pay the extra cost involved and have the crossing bored. The final arrangements for this work will be made between the contractor and the railroad.

Jack Cartwright reminded Leedom that he should confront the railroad with his proposals just as soon as possible because sometimes the railroads cannot be pushed into making hasty decisions.

A discussion was next held on the pros and cons of removing the existing culverts where they are located under a proposed new installation. In some cases, this may amount to 5 feet additional depth of trench excavation, but after discussing the matter, it was decided to leave this as shown on Sheet 4F.

Cole said that Northwest Natural Gas Company's proposed installation will be added to Sheet 3. He then asked that we look at the storm sewer proposal for Commercial and Bayshore as shown on Sheet 4B. He said that if some other arrangement is not made here such as flap gates at the outlet of the catch basin pipes, in the manhole, it is possible that water will back up through the catch basins. Erichsen says that the city does not know just where the water in the existing pipe on Bayshore goes to or which way it flows but it does work. Therefore, he suggested that we connect these catch basins to it rather than the pressure pipe on Commercial.

John Day asked about the possibility of giving the contractor the option of placing pre-cast or formed-in-place manholes. Most of those present said they were not aware of any contractors building their own manholes but the city agreed to give the contractor this option.

Cole then discussed the division of costs between State participation and that to be paid for with strictly city funds. He said that on the typical section, the State will participate to one foot behind the curb or 1.5 feet from the face of the curb. This is giving an allowance for that which we would have had to allow our contractor for forming the new curb. Beyond this point to the right of way line the city is to pay 100% of the cost. The city agreed to this.

On Sheet 3A some plans seemed to show an island to prevent a left turn movement from northbound on 7th to westbound on Anderson. Leedom said he was under the impression the State had agreed to allow this movement at least on a trial basis. Cole said that island has been removed and was only painted anyway. He pointed out, however, that the one shown which diverts the two left lanes moving south on 7th to east on Anderson will remain.

Cole said his preliminary costs showed a total of $455,000 for the project. The city's 100% share comes to $44,000 for the storm sewer and sidewalks. These costs do not include any costs for the city's conduit system and for which the city is also to pay 100%. Cole said that the totals shown show a 10% allowance factor and 20% for engineering and contingencies.

It was brought out that on sidewalk removal the city and State should come to an agreement on a percentage basis and Bobby Johnson, as Resident Engineer, should keep records on this.

Next we went to a discussion on the conduit system. Carrol Colvin said that he has five pay items to be broken out for the conduit construction. He presented copies of the conduit specifications and asked the State to go over these and determine if they will fit in with the overall specifications for the project. Cartwright had several copies of these made for distribution to interested State personnel. Colvin said that generally speaking, there are two conduit systems rather than the one as originally proposed. The city is paying all the cost and they have to do the bookkeeping with records furnished by the State through Bobby Johnson.

The city will furnish some assistance in inspection of the conduit system to make sure that the alignment and profile fit with that portion to be built by the city's contractor as well as making sure the system meets with the requirements of the various utility companies. All designated inspectors of the city as well as the utility companies are to work through Bobby Johnson and are not to deal directly with or on an individual basis with the State's contractor.

Colvin next showed the conduit plans and gave a resume' of the different facilities involved. He said that Pacific Power and Light Co. are furnishing all of their materials except the concrete backfill for the conduits. All materials are to be delivered on the site at the time of their placement. The specifications specify the use of certain brand materials. The city and their consultants will act for the utilities in approving any deviation or substitution of these specified materials.

This will also apply as far as paint on the illumination standards.

Colvin pointed out that the conduit plans presented here are the only ones, that there are no copies in existence and asked that the State return these originals to him.

The city anticipates that there will be a number of sanitary sewer service laterals which will come into conflict with the storm sewer and conduit system installation. A discussion was held on the best methods for handling these. Carroll Keasey said he felt these should be set up as an additional anticipated item and paid for on an Extra Work Order.

Lyle Stewart brought up a sidewalk construction problem with matching any existing adjoining sidewalks which extend onto private property. The city requested that the contractor be required to saw the existing sidewalk at the property line and then the city would deal with the individual property owners for reconstruction of any walk beyond that point. They felt that in some cases, the property owner may want to deal directly with the State's contractor for work outside the street right of way.

It now appears that demolition of some buildings has not taken place as scheduled and that possibly there are old basements under the existing sidewalks which have not been filled in. Also, such things as coal chutes have not been removed as had previously been anticipated. These will have to be handled by the State's contractor and may involve such things as sealing basement entryways. to prevent filling them in. Because of the vast amounts of unknowns involved it was decided that these will have to be handled as they occur.

I asked Leedom how he wished us to handle placement of downspout drains to the street gutter. He requested these be of 4-inch plastic pipe and be placed so that existing buildings could be connected to them. I suggested that they also be placed at standard locations on vacant lots in such a manner that future developers could design any new facility to drain directly into them. Leedom agreed to this and said he would furnish us with a recommendation for their placement. We agreed that we should bring this up to the water board and gas company also. This will have to a bid item and set up in a table to be included in the plans.

We broke for lunch at 11:45 A.M. and resumed at 1:00 P.M. with Cal Heckard, Manager of Coos Bay-North Bend Water Board in attendance until 2:15 P.M.

Cal Heckard presented sketches showing anticipated conflicts with roadbed construction and conflicts with the storm sewer and conduit construction as well as the proposed new facilities to make the water system conform to a fire study of the core area.

The meter boxes are to be the type as designated in Lyle Stewart's letter of February 24, 1969. The city will furnish these set at their location but the State's contractor will have to fine grade, set the cover frame and pour the cover in a pan which will also be provided by the city. This will enable the meter to conform to the sidewalk grade and special finish. All the meter boxes will be Brooks of Portland with composite covers.

As mentioned previously, the city will provide and set meter boxes at vacant lots in anticipation of future development.

Heckard said that he and Leedom had reviewed the State's plans and determined that anything with less than 1.2 feet of cover from the new finished grade will require adjustment. This work will be done prior to the State's work. The water board will backfill with new blow sand and patch with A.C. pavement.

Cartwright asked that Heckard supply me with an estimate and sketch of all work which they expect the State to participate in. This does not include that work which the State is doing for the city such as the storm sewer and conduit system. All adjustment of water facilities to conform to this is at city expense. Heckard said he would supply this.

Heckard requested that the State assist him in setting new fire hydrants to conform to the new grades. Keasey agreed that Bobby Johnson could do this.

A discussion was then held on adjustment of valve covers which come into conflict with paving operations. Heckard said these are a telescopic design which permits an easy adjustment. The tops are flanged and for the best results, should be run over by the pavement roller and should be adjusted with the respective lifts of pavement.

Val Johnson, Traffic Control Engineer, was present from 2:15 P.M. to 2:45 P.M. to discuss signal installations and the intertie conduits.

Here again appears to be somewhat of a change in plans in that previously it was anticipated that traffic would utilize a conduit in the larger system for their intertie. Due to the relatively minor size of the intertie conduit in comparison with the other ducts involved, it was decided by the Traffic Department to place a separate conduit at the inside base of the new curb. This will be done under the State's contract by the State's contractor who will also furnish and place the traffic signal poles.

PP&L will not furnish poles for joint use of illumination and traffic signals. These will be furnished by the State and the painting will conform to the overall pattern of the mall.

The only exception to this will be for pedestrian control signals which, in some cases, will be placed on PP&L's illumination poles.

T. W. Litchfield was present for a while at this time to discuss the storm sewer crossing of the railroad at Bayshore and Commercial. He informed the city that they should prepare themselves to the fact that the railroad will want a minimum of 3 feet of cover from the top of the conduit to the bottom of the ties instead of the 2.5 feet they have proposed. He suggested that they consider a drop section in the manhole at Bayshore and Commercial. This they agreed to do.

Litchfield then advised them on the separation of railroad protective costs and that which they could expect the railroad to participate in and that which would have to be borne by the contractor.

John Day summarized the division of costs and advised Leedom of how the city will be expected to deposit that money with the State for which the city is obligated.

Donald C. Koford, Staff Engineer for Northwest Natural Gas Company, came into the meeting at 3:30 P.M. Koford said that the company has given copies of their tentative plans to the Highway Department. The plans evidently do not show service connections but Koford said the company can pretty well figure out which existing buildings are potential customers and which lots may be served in the future. He says they will put in additional stub outs which would terminate in a Brooks Box in the sidewalk. Then future installations would be pushed into this box from the private property to complete the service connection.

Brooks Boxes will also have to be set for the future anticipated services. As in the case of the water board, these will have to be fine graded by the State's contractor as well as having the covers filled with the proper concrete. Cartwright told Koford that the company would be expected to bear any additional cost involved for this and that such cost would have to be covered by a deposit. Koford said this would be okay. He also said he wished to advise us that this project has not had final approval from the company board as yet.

He said that the gas work will be done with company construction crews rather than by contract. In this way the crews could be more readily dispatched to coordinate their work with that of the city and State.

The meeting was concluded at 4:00 P.M. It was agreed that a recap meeting will be held in the near future to finalize changes and corrections made at this meeting.

As a footnote to this memo, I wish all persons concerned to advise me, in writing, of any additions or corrections to statements contained herein. This should be done as soon as possible to allow the maximum time for negotiations of changes.

C. T. KEASEY
Division Engineer

John E. Holcomb
JOHN E. HOLCOMB
Field Utilities Liaison Engineer

JEH/cw
cc D. J. Barbee ✓
H. S. Cox ✓
L. E. George
T. W. Litchfield
Bobby Johnson
City of Coos Bay, Attention: Harold A. Leedom
Langford & Stewart, Attention: Lyle Stewart
Balzhiser & Colvin, Attention: Carrol Colvin
Harlan, Gessford & Erichsen, Attention: Roy Erichsen
Coos Bay-North Bend Water Board, Attention: C. W. Heckard
Northwest Natural Gas Co., Attention: Donald C. Koford

RECEIVED
MAR 5 - 1969
FOR FILING

106-1128
7240

March 4, 1969

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

On February 28 representatives of the Traffic Engineering Division met with you and Mr. Ulett for the purpose of going over the traffic signal portion of the plans for the Eighth Street-Bayshore Drive Section project on the Empire-Coos Bay Highway in Coos Bay.

As a result of this discussion, the following points, not covered in the State-City agreement, were tentatively agreed upon:

1. Broadway and Anderson:

It had originally been planned that a pole from the dismantled installation at Seventh and Central would be installed adjacent to the west curb of Broadway just south of Anderson. The City requests that a joint signal and illumination pole be installed adjacent to the south curb of Anderson just west of Broadway. Our plans will be revised to incorporate this change. The City will arrange for modification of the marquee in the southwest quadrant of the intersection to provide clearance from the pole and pedestrian signal heads.

2. Broadway and Commercial:

It had originally been planned to adjust the locations of the existing poles and mast arms to fit the new traffic pattern. The City would then install pole extensions and mast arms with luminaires on the poles on the west side of Broadway. The City requests that, for the purposes of uniform appearance, new joint signal-illumination poles and mast arms be installed. We will revise the plans to replace all existing mast-arm poles with round poles and mast arms.

3. Central and Fourth:

It had originally been planned to make certain revisions of the existing signals and provide for underground interconnection. The City's present plan is for complete removal of the signals. This will be done by the City and we will revise our plans to delete all reference to this intersection.

4. Disposal of Salvaged Equipment:

Salvaged equipment will be divided between the State and City as follows:

To City:

(a) All equipment from Broadway and Anderson except the master controller.

(b) The controller from Seventh and Central.

(c) All equipment from Fourth and Central.

To State:

(a) All equipment from Bayshore and Central.

(b) All equipment from Broadway and Central.

(c) All salvaged poles and mast arms from Seventh and Central and Broadway and Commercial which are not used on the project.

It is believed that the above covers all of the items discussed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

VPJ:ji ja

RECEIVED
FEB 25 1969
FOR FILE

106-1128
17240

February 24, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration are cooperative construction-finance and traffic signal agreements for the 8th Street-Bayshore Drive Section of the Empire-Coos Bay Highway in the city of Coos Bay.

The agreements provide for a one-way couplet utilizing Anderson and Commercial Avenues between 7th Street and Bayshore Drive; elimination of the existing route along Central Avenue, with all right, title, interest, et cetera, to revert to the City; installation or revision of traffic signals at various intersections; and for the City at its sole expense to assume maintenance and power consumption costs for the signals upon completion of the project.

Actual total cost, based on itemized statements, is to be shared 50 percent by the City and 50 percent by the State. This matter was presented to you on August 20, 1968, and received your approval. It is estimated that right-of-way will cost $20,000 and construction will cost $355,000, including approximately $40,000 for signalization, for a total of $375,000.

I recommend that you authorize use of State construction funds to permit this work with an anticipated contractual date of April 1969. This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

DNH:mm lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
D. J. Barbee
D. H. Moehring
C. T. Keasey
H. S. Cox

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 19, 1969

NOTED
H. S. COX

SUBJECT: 8th St.-Bayshore Dr. Sec.
Empire-Coos Bay Highway
Coos County

To: MEMO TO THE FILES

On February 19, 1969, I received a phone call from Bill Cole, Designer on the above subject project. He requested information as to what extent that the State was participating in those portions of the new storm sewer system the State is to construct for the city.

In consulting my file on this project, I was unable to find any information or note as to just what was agreed upon.

After talking the matter over with Carroll Keasey, I called D. J. Barbee and discussed it with him.

Mr. Barbee advises that we had agreed to construct various portions of the new system for the city but that the city was to pay 100% of cost. This applies to those sections which fall within our construction area as well as that section on Commercial extending from Bayshore Drive to the bay.

CK This is right, !!
Dm

John E. Holcomb
JOHN E. HOLCOMB
Field Utilities Liaison Engineer

JEH/cw
cc D. J. Barbee
H. S. Cox
C. T. Keasey
T. W. Litchfield

RECEIVED
FEB 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
FEB 17 1969
FOR

106-1128
7240

February 14, 1969

Mr. Harold A. Leedom
City Manager
City of Coos Bay
~~Post Office Box 1118~~
Coos Bay, Oregon 97820

Dear Mr. Leedom:

A copy of your letter to John Holcomb, Field Utilities Liaison Engineer, concerning a requested jog on the curb line on Anderson Avenue has been referred to me.

We cannot accede to your wish that this jog be constructed inasmuch as it would constitute a traffic hazard and is in violation of recently adopted safety policies.

In this letter you also stated that you want to move the state highway away from the downtown area. I find this disturbing inasmuch as we were about to enter into a cooperative agreement with you to reconstruct Anderson and Commercial Avenues as part of the Empire-Coos Bay Highway. If we will face the possibility in the future of having to move again, we think that it would be a waste of taxpayers' funds to make this initial move. Under the circumstances, I am holding up the agreement, which I had hoped to get signed by the Commission on March 11, until you clarify this point for me.

As a possible alternate, it may be proper for the City to take over the entire highway between Empire and Coos Bay as a city street. If you would do this, you could do whatever you wanted to with it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
D. J. Barbee
D. H. Moehring
H. S. Cox
FBK:s@b T. Keasey

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 6, 1969

SUBJECT: 8th St.-Bayshore Section
~~Empire-Coos Bay~~ Highway

To: Mr. D. J. Barbee
Design Engineer
S A L E M

Routing
1 Barbee
2 Hall
A. Olson
Sample
Terpin
Swenson
7 Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
FEB 7 1969
DESIGN
DIVISION

As you are aware, the City of Coos Bay's Mall Plan calls for a covered pedestrian canopy over Anderson Avenue to connect the main parking area with the central mall. The design for this canopy, as proposed by Lyle Stewart, Designer for the mall, called for eliminating the parking under the mall and bulbing the curb area around the support columns for the canopy. This would restrict the overall street width by 6 feet on each side and would result in a definite hazard to traffic on Anderson Avenue.

NOTED
F. R. KL[illegible]

We have attempted to discourage this design and, in discussing the matter with Mr. Stewart by phone a couple of days ago, I advised him that we would not be in favor of any protrusion of the curb into the street section. I am now in receipt of a letter from Harold Leedom, City Manager, under date of February 3 requesting that the department reconsider this design and permit the columns as they have been planned. I still do not recommend that this design be permitted.

Mr. Leedom also states in his second paragraph that the city"would like very much to have the State Highway traffic on Anderson and Commercial moved elsewhere so that these two streets could become shopping streets rather than highways". In this regard it is my feeling that since the entire Empire-Coos Bay Highway is now totally within the City of Coos Bay, that it should no longer be a State Highway but should revert to the city for maintenance and jurisdiction. I would recommend that the construction we now have planned for this route be completed and at that time, the entire highway be abandoned to the city to do with as they see fit.

C T Keasey
C. T. KEASEY
Division Engineer

CTK/cw
cc F. B. Klàboe

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

February 3, 1969

Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: John Holcomb
Field Utilities Liaison Engineer

Dear John:

Since our phone conversation regarding the jog in the curb line on Anderson Avenue at the Payless Store to allow canopy columns to be set, I have come to this conclusion: If the City ever reaches the point where we need more than three lanes to carry traffic on Anderson Avenue with parking eliminated on the south side, then we have too much traffic in the center of town and will have to relocate the Highway traffic elsewhere.

As you know, we would like very much to have the State Highway traffic on Anderson and Commercial moved elsewhere so that these two streets could become shopping streets rather than highways.

You can rest assured that everyone here is going to be working toward that end so that our downtown area can be utilized for shopping rather than for moving traffic.

For this reason I cannot conceive of a situation where the loss of two or three feet of parking area on the north side of Anderson at Payless will be a serious handicap in moving traffic for many many years to come, and by this letter formally requesting that the Highway Department design the curb line at this point to allow for the columns as planned by Lyle Stewart, our designer.

Very truly yours,

Hal Leedom
Harold A. Leedom
City Manager

kc

H. S. Cox

RECEIVED
FEB 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 5, 1969

To: MEMO TO THE FILES

SUBJECT: 8^{th} St.-Bayshore Dr. Sec.
Empire-Coos Bay Highway
Coos County

A meeting was held in the Design Offices in Salem at 1:00 P.M. February 4, 1969 between the State and the city's civil engineering consultant to discuss design and construction of the city's storm sewer project which is to be built as part of the above subject project.

Those in attendance were as follows:

Roy Erichsen	Consultant for City	Harlan, Gessford, Erichsen
Frank Terpin	Final Design Engr.	Oregon State Hwy. Dept.
Bill Cole	Designer	" " " "
Jack Cartwright	Utilities Office Engr.	" " " "
John E. Holcomb	Field Util. Liaison Engr.	" " " "

Bill Cole and Roy Erichsen discussed construction of the pumping station on the southeast corner of 3rd and Commercial. Erichsen said that he anticipates having the station constructed prior to the State's installation of the adjacent sections of storm sewer and has, therefore, indicated on the plans that the city's contractor will stubout the connecting line to a point 2 ft. from the pump housing. This would place the stubout under the sidewalk area, as the pumping station will boarder directly on the right of way line of both 3rd and Commercial.

Bill Cole stated that the State intends to build all street intersections to the end of the curb returns. This may cause some overlap of construction at 3rd and Commercial if the city installs the 3rd Street sewer clear into the pumping station as the last few feet of the 3rd Street sewer and the pumping station connection fall within the area of the curb return.

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
D R Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Erichsen expressed concern about inspection of that part of the system to be built by the State and the fact that it will have to fit precisely with the overall plan. Cartwright and I attempted to assure him that in all cases where the State is building a facility for another party, we do so subject to the approval of the second party. I also stated that in most cases, which I have observed, the State's construction standards are far more rigid than that of the city's.

Erichsen pointed out that on his plans he has attempted to show all known sanitary service laterals as well as water main crossings. He asked how we intended to handle the sewer laterals and talked of past experience within this downtown core area where trenching efforts have ended up as vast excavations simply because the native material will not stand on a steep slope. He said he felt it unlikely that the service laterals could withstand the spanning the normal trenching operations, let alone any extensive excavation.

This led to a discussion on who should be responsible for the care of such facilities. Jack and I pointed out that under normal conditions, this is set forth in Articles 7-22 through 7-26 of Standard Specifications. We did allow that in this case such provisions may not apply and I agreed to take this up further with department officials.

Next we discussed the types of pipe that might be used. Erichsen said that he felt only Smooth Bore Corrugated Metal or Asbestos concrete pipe should be used. His reasoning for this was mainly the stress from settlement which any pipe will have to withstand. He said that he felt concrete pipe would be too heavy and that particularly in three or four foot joints even rubber gasket would not hold together.

Frank Terpin called in Joe Gaither, of his office, to discuss the types of pipe. Joe showed us some literature on the smooth flow corrugated pipe as well as the asbestos concrete. A rough calculation seemed to indicate that the asbestos concrete would not withstand very much loading. Therefore, I suggest, via a copy of this memo, that further research be done on this matter if we are to give our contractor a choice in the type of pipe he can use for this installation.

Erichsen pointed out that there are a number of manholes and underground facilities located on this project of which the State may not be aware. He said he had noticed our survey crews attempting to trace these down. He said that a good many of the manholes have been paved over with surface overlays and that if we would send him a copy of our preliminary plans, he would check these out and indicate which lines and manholes were in use and show any others which we may have missed. This Cole agreed to do.

On Wednesday February 5, I discussed the matter of the sanitary service laterals with C. T. Keasey and John Quiner. They said they felt we should point this out in our special provisions and make it the responsibility of the contractor to care for them. This would apply also to any cribbing and shoring which may be necessitated by trenching operations, both for sewers and the utility conduits. Keasey says he feels each prospective bidder should be aware of the type of material he will have to be working with and perform his operations accordingly.

John E. Holcomb

JOHN E. HOLCOMB
Field Utilities Liaison Engineer

JEH/cw
cc D. J. Barbee
H. S. Cox
C. T. Keasey
B. D. Johnson
T. W. Litchfield
City of Coos Bay
Atten: Harold A. Leedom

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section 8TH STREET - BAYSHORE DRIVE (Coos Bay) Highway EMPIRE - COOS BAY (FAR 243) County COOS Prefix 106-1467

Res. Engr. ______ Approx. Length ______ Miles. Sta. ______ to Sta. ______ Date 1-10-69

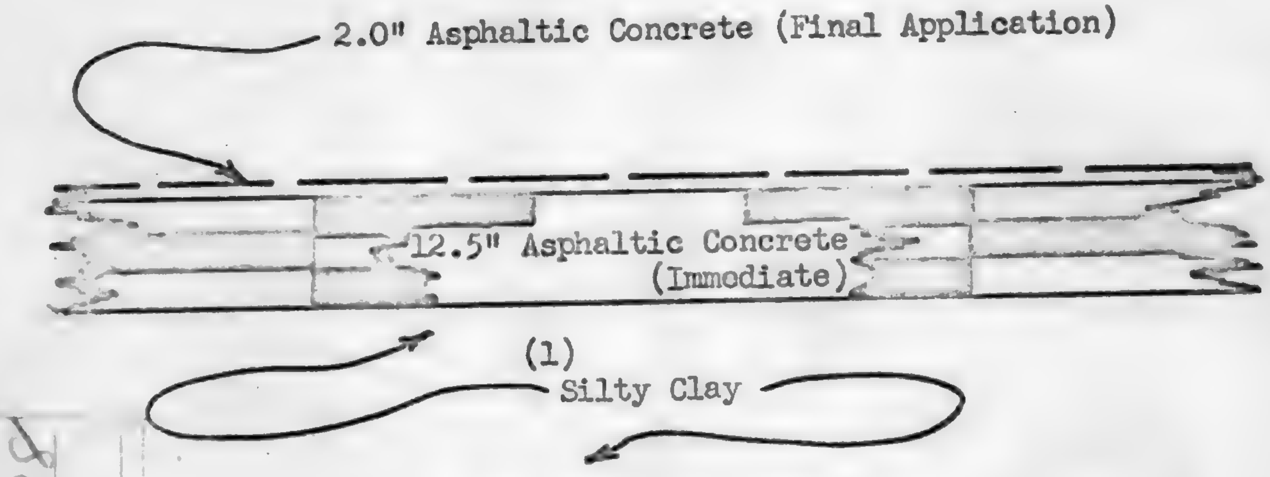
Truck A.D.T. 551 Traffic Coefficient 9.1 18 kip s.a. per day 193.9.

Annual Precipitation 60"± (North Bend) Frost Penetration —.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (FA)
	25.0	12.5	A.C. (I)
29.0	29.0	14.5	

(1)
Typical Soil
51 LL
17 PI
100 %P 10
85 %P200
0 %Gravel
2 %C Sand
14 %F Sand
37 %Silt
47 %Clay
12 "R" Value

1-10-69


2.0" Asphaltic Concrete (Final Application)
12.5" Asphaltic Concrete (Immodiate)
(1) Silty Clay

See Page 2 for remarks

AASHO CLASSIFICATION:
A-7-5 (13)

ATERIAL SOURCES:
To be determined by the Engineer

106-1128
1240

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ Asst. Construction Engineer

Approved by ______ Asst. State Highway Engineer

SECTION: 8th ST.-Bayshore Drive
(COOS BAY)
HIGHWAY: Empire - Coos Bay Hwy.

COUNTY: Coos County

"OTHER ROADS"

Traffic Coefficient	Total A.C. Wearing Surface & Base	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
8.0-9.0	13.5"	- -	- -	- -	26.5"	13.5"
7.0-8.0	11.5"	- -	- -	- -	23.5"	11.5"
6.0-7.0	10.0"	- -	- -	- -	20.5"	10.0"
4.8-6.0	8.5"	- -	- -	- -	17.0"	8.5"
Cars Only	6.0"	- -	- -	- -	12.5"	6.0"

REMARKS:

The project is over old tide flats with known poor pavement foundation strength. Drilling indicates that a sandy material has been used as backfill or blanket over portions of the existing streets in question. The sand is now badly contaminated, but is considered to be a more stable subgrade material than the original ground. By using a Full Depth Asphalt section less material will be excavated and more of the stabilized part of the subgrade will be preserved.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete (W.S. & Base) = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications
plus Supplementals)
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

TRAFFIC ANALYSIS

SECTION: 8th St.-Bayshore Drive (Coos Bay)

HIGHWAY: Empire-Coos Bay

COUNTY: Coos

8000 Present ADT (1968)

4.8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	180	1.9	342	261	450	117,450
3	120	1.9	228	174	1000	174,000
4	4	1.9	8	6	1250	7,500
5	76	1.9	144	110	3180	349,800
6	0	- -	- -	- -	2570	- - - -
				551	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 648,750

TWENTY YEAR EWL 12,975,000

TRAFFIC COEFFICIENT 9.1

SECTION: 8th St. - Bayshore Drive (Coos Bay)

HIGHWAY: Empire - Coos Bay

COUNTY: Coos

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., or P.C.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: No preference indicated
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made for this section. See Page 2 for remarks.

~~Barbee~~
Cox

FORM 6-30 (12-67)

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JAN 8 1969
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 26, 1968

To: MEMO TO THE FILE

SUBJECT: 8th Street - Bayshore Drive Section
Empire - Coos Bay Highway
Coos Bay Mall and Couplet
Coos County

Routing
Trout P.
Wills
Hackleman
Scott
R. Olson
Carlson
1 Barbee
Hall
A. Olson
Sample P.
2 Terein
Johnson
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DEC 27 1968
DESIGN DIVISION

On December 23, 1968, I filled in for John Holcomb at the Mall Coordinating Committee meeting in Coos Bay. John Holcomb was down sick with the Hongkong flu. The following people were present at this meeting:

Lyle A. Stewart, Edson, Patterson, Langford and Stewart
Carrol Colvin, Balzhiser and Colvin Engineering, Inc.
Hal Leedom, City Manager for Coos Bay
Roy H. Erichsen, Harlan, Gessford and Erichsen
Robert W. Wade, Harlan, Gessford and Erichsen
C. W. Ulett, City of Coos Bay Public Works Director
Joe A. Schwarm, Assistant City Engineer - Coos Bay
Bruce Hesselmen, District Engineer, General Telephone
Jack Honsowetz, Pacific Power and Light
P. Moore, Pacific Power and Light
Clyde F. Miller, Northwest Natural Gas Company - Design Engineer
Al Van Horn, Northwest Natural Gas Company - District Superintendent
C. W. Heckard, Coos Bay - North Bend Water Board
King A. Phelps, Coos Bay - North Bend Water Board
B. D. Johnson, Resident Engineer, Oregon State Highway Department
John Quiner II, Assistant Division Engineer, Oregon State Highway Department

Lyle Stewart acted as chairman of this meeting with assistance from Carrol Colbin and Roy Erichsen. The first order of business was a clarification of the minutes to indicate that Roy Erichsen will furnish to the State the storm drain design to be included in the State's plans. The base design for Anderson and Commercial Streets is of considerable importance to the utility companies in working up their plans. Since I was unable to give them a firm commitment of the design, I called Salem and talked with Don Trout, Office Engineer, and Bill Cole, Design Engineer, regarding the base design. I was advised that the base design would be 12½" of Asphaltic Concrete placed in four lanes. The curb exposure is to be 7½". This information was given to those present. Mr. Erichsen stated that he will have the plans showing the storm sewers and sanitary sewer lines ready to submit to the State about the third week of January. Before he can complete the final design of these utilities, he will need the State's profile and cross sections showing the typical section. From this he can show the elevation of the various utilities and determine any conflicts that might exists between these existing underground facilities.

O.K.

There will continue to exist a problem regarding the Bench Mark datum that is to be used. The local utilities and city use a bench mark based on 0.0 tide. Both Roy Erichsen and the State Highway Department are to tie to each other's base elevation bench mark. All maps giving elevation should clearly indicate what datum is being used. The State Highway's is based on U. S. C. & G. S. There is approximately 3.80 difference between these two datums.

4.26? check

There was considerable discussion between the Power Company, Telephone Company and the city regarding the poles and handholds (cabinet) and their placement. This information will be shown on their plans when they are finalized. I advised them that their Specifications and Plans will be included with the State Highway Department's Sepcifications and Plans for the bidding on this project.

It was decided that it will be a benefit to the local merchants along Anderson and Commercial if the street work was constructed on "Stage Construction" so that the existing sidewalks outside the new curb lines will be left in place until after the street is completed. At that time the existing sidewalks could be removed and replaced with the new concrete walk.

The question came up and a discussion followed as to the possibility of using piling under the utilities duct, transformer and light poles. It was my feeling that any utility placed on piling would gradually protrude above the pavement as the street subsided due to natural settlement. It was decided, except for the light poles, that they would not place any piling under the utilities but would let them take a natural subsidence with the rest of the street. Roy Erichsen requested that the hole logs taken by the Division Geologist be sent to his office for use in his design work.

The meeting was adjourned with a new meeting set for January 13 at 1:30 P. M. in the Coos Bay Council Chambers.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII law

cc: John Holcomb
D. J. Barbee
T. W. Litchfield
Bobby Johnson
D.N. [illegible]

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106-1128
7240

MEMO TO FILES
December 23, 1968

8th Street-Bayshore Section
Coos Bay-Empire Highway
Mall, City of Coos Bay

On Friday, December 20, a meeting in Coos Bay with City Manager Hal Leedom, Public Works Director G. W. Ulett, City Planner Lyle Stewart, and the undersigned was held regarding proposed couplet between 8th and Bayshore, a cooperative 50% State-50% City project scheduled for the March 20 bid letting.

Basic discussion centered around the proposed traffic signal revision and/or installation as well as other features related to the project, further described below:

1. Driveway status and curb return for street intersections contained in City memo and handed to Design Section 12/20/68.

2. Typical section layout and full scale map of mall area was handed to Design Section 12/20/68.

3. Construct normal 90° intersection utilizing existing center line, with a 15-foot sidewalk east and west on both 2nd and 3rd Streets; disregard alternate plan.

4. Delete all parking on 7th Street between Commercial and Anderson; request 44-foot curbed section be constructed.

5. Delete parking on south side of Central between 7th and 8th Streets; allow parallel parking on north side only within confines of a 56-foot curbed section.

6. Consideration and study be given to intersection channelization for left-turn movements from
    a. westbound Central to southbound 7th Street, and
    b. northbound 7th (south of Anderson) to westbound Anderson (west of 7th).

7. Consideration be given for the installation or deletion of signals and appurtenances at the following intersections:
    a. Anderson @ 4th Street
        2nd Street (most westerly intersection only)
        Broadway
        Bayshore
    b. Central @ 4th Street (intertie with Anderson and Commercial).
        Remove Broadway and Bayshore signals.
        Remove island on Bayshore.
    c. Commercial @ 4th Street
        Install island on Bayshore if justified.

The foregoing matters have been discussed with Keasey, Clark, and Holcomb of Division 3, Cole of Design, and Johnson of Traffic.

D N Harvell
D. N. Harvell
Assistant County & City Engineer

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DEC 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm

cc: F. B. Klaboe
D. J. Barbee (Bill Cole)
F. B. Crandall (Val Johnson)
C. T. Keasey, 2

Signal Work for Coos Bay Mall

1. We will install signals at
   - ✓ a. Fourth & Anderson
   - ✓ b. Fourth & Commercial
   - ✓ c. Second & Anderson (West)
2. At present we are not planning any major changes to the existing signals on Broadway.
3. Are we to install signals at Bayshore and Anderson? (Yes)
4. Does City desire any changes to the existing signal at Fourth and Central? (to be removed)
5. We are planning to remove the existing signal at Seventh and Central. Is this correct? (Yes)

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ENGINEER
COUNTY & CITY DIVISION

Temporary - subject to change - Don K.

NOTED

Co-City

CITY OF COOS BAY

INTER-DEPARTMENTAL COMMUNICATION

SUBJECT: Driveway Status on Commercial, Anderson and Central Avenues.

TO: City Manager

FROM: City Engineer

DATE: December 17, 1968

I have reviewed the status of the various driveways on Commercial, Anderson and Central Avenues in the sections to be reconstructed by the Oregon State Highway Department. My recommendations are as follows:

COMMERCIAL AVENUE

Bayshore Drive to Broadway	North Side:	No change
	South Side:	No change
Broadway to Second	North Side:	No change
	South Side:	Present driveway can be reduced in width.
Second to Third	North Side:	No change in present driveways. Curb cut near Third is unused and should be closed.
	South Side:	No change in present driveways. An additional 12 foot driveway ~~may~~ will be needed to serve vacant lot at Southwest corner of Second and Commercial. ~~If~~ This lot is to be developed for parking as rumored.
Third to Fourth	North Side:	No change.
	South Side:	Eastmost driveway requires no change. Westmost one serves City parking lot and is subject to revision and possible additional driveway when lot is redesigned to eliminate driveways on Commercial and addition of area presently occupied by a dwelling.
Add additional drive		
Fourth to Fifth	North Side:	No change
	South Side:	Three existing driveways require no change except that the Westmost one requires a curb cut.
Fifth to Sixth	North Side:	Eastmost driveway should be relocated further East. No change in Westmost. (Note: OSHD plan is inaccurate.)
	South Side:	Close Eastmost. No change in Westmost.

COMMERCIAL AVENUE, CONTINUED

Sixth Street Vacated R/W	North Side:	Close Eastmost driveway. No change in Westmost.
Sixth to Seventh	North Side:	No change.
	South Side:	No change in Eastmost. Relocate or close Westmost. Present location is too near intersection and will be affected further by new construction of street.

SEVENTH STREET

Commercial to Central	East Side:	No change.
	West Side:	No change.
Central to Anderson	East Side:	No change.
	West Side:	Relocate or eliminate driveway to McKay's Market. Relocation should be further South.

ANDERSON AVENUE

Seventh to Sixth	North Side:	Close present driveway
	South Side:	No change in Westmost driveway (double drive). Close Eastmost driveway.
Sixth to Fifth	North Side:	No change.
	South Side:	No change.
Fifth to Fourth	North Side:	No change.
	South Side:	Close Westmost driveway. Two Eastmost driveways require no change.
Fourth to Broadway	No driveways in these blocks.	
Broadway to Bayshore	North Side:	No change.
	South Side:	No change.

CENTRAL AVE

Seventh to Eighth	North Side:	No Change
	South Side:	Close present driveway

1859

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

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ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

December 6, 1968

City of Coos Bay
Coos Bay-North Bend Water Board
General Telephone Co. of N.W.
Bay T. V.
Pacific Power & Light Co.
Northwest Natural Gas Co.
Langford & Stewart
Harlan, Gessford, Erichsen
Balzhiser & Colvin

Subject: Coos Bay Mall Unit
14th St.-Bayshore Dr. Sec.
Empire-Coos Bay Hwy.
Coos Co.

Gentlemen:

The last two weeks appear to have been ones for the field crews in that the Highway Department has been establishing center lines and obtaining pertinent curb and sidewalk elevations for the reconstruction of the sidewalks on the highway portion of the project.

The survey crew of R. H. Erichsen has completed field work for the vicinity map showing exact location, dimension, and present utility feeds of buildings. Erichsen feels they are progressing as scheduled.

Coos Bay-North Bend Water Board has had two crews obtaining field data for an analysis of their system along the highway route and within the mall area. Mr. Heckard informs me the analysis is complete and they are presently awaiting arrival of highway data so they can determine the extent of any conflict.

Highway detail maps and profiles with typical sections were given to the city the latter part of this week for submission to appropriate agencies and utilities. If any of you do not receive these in the near future, please let me know.

Colvin says they are gathering preliminary data with respect to duct sizes and dimensions for pads for the pad-mounted transformers.

NOTED
DON HARWELL

Jack Honsowetz says PP&L is working up a needs study for that area from 4th to 8th. This was not submitted in their initial needs study. When I stepped into General Telephone Co. offices, earlier this week, I forgot to ask Bruce Hesselman about this particular aspect of their system. This is the area that falls within the highway proposal but was not included in the city's initial request. We will need the requirements of Bay T. V. here also. PP&L is proceeding with the street lighting plans also.

Bruce Hesselman informs me that General Telephone is awaiting Erichsen's vicinity map before proceeding further with their data.

In talking with Al VanHorn of Northwest Natural Gas, I find that they are still doing a study on the area to determine if they can justify a dry system at this time.

I have been requested by the department to point out the division of responsibility for the adjustment of utilities within this project. The State does not mean to give the impression that we are assuming a police power of utilities within this area. Regulations governing utilities and the authority over them remains where it always has. Any requests or suggestions made by us are meant as a matter of convenience to the interested parties.

C. T. KEASEY
Division Engineer

John E. Holcomb

By JOHN E. HOLCOMB
Field Utilities Liaison Engineer

JEH/cw
cc D. J. Barbee
T. W. Litchfield
L. E. George ✓
H. S. Cox ✓
Bobby Johnson
Glen Clark

H. S. Cox

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

NOTED
H. S. COX

November 22, 1968

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ENGINEER
COUNTY & CITY DIVISION

City of Coos Bay
Coos Bay-North Bend Water Board
General Telephone Co. of N.W.
Bay T. V.
Pacific Power & Light Co.
Northwest Natural Gas Co.
Langford & Stewart
Harlan, Gessford, Erichsen
Balzhiser & Colvin

Subject: Coos Bay Mall Unit
14th St.-Bayshore Dr. Sec.
Empire-Coos Bay Hwy.
Coos County
Utilities needs, Coordination etc

Gentlemen:

I shall attempt to write a weekly status report such as this and submit to all interested parties for their use in coordinating efforts for the ultimate construction and completion of the above subject project. All information contained in this and future reports is arbitrary, subject to change, and not for public release.

It is fully expected that some statements contained herein may not agree with your present understanding. Shoudl this be the case, please do not hesitate to call me or the party to which your question is directed. A corrected statement will be contained in the following week's report.

If you wish to contribute any material to this report, please have your information to me by Friday of each week.

On Monday, November 18, a meeting was held in the offices of Harlan, Gessford & Erichsen between various utilities and consulting engineers.

Represented were:

Pacific Power & Light Co.
General Telephone Co.
Bay T. V.
Oregon State Highway Dept.
Harlan, Gessford & Erichsen
Balzhiser & Colvin

For information on this meeting, consult minutes of R. H. Erichsen, Secretary Pro Tem.

On Wednesday November 20, a meeting was held in Salem between Mayor Morin and City Manager Harold Leedom of Coos Bay and Highway Department officials. Some agreements were reached and other questions raised. Here is a brief resume' of this meeting.

State will let a contract for its portion of this project this spring. No definite date was set.

State has agreed to have a contract bid item for rebuilding sidewalks within limits of its project at the city's expense.

The feasibility of State having a contract bid item for constructing that portion of the utility duct system within limits of State's project was discussed. State officials said this could be arranged. City to submit desired plans and specs to the State for inclusion in State contract.

State to have a contract bid item for constructing a new storm sewer on Commercial from 3rd St. to the bay. This is to be part of the new system as designed by R. H. Erichsen. Erichsen should submit pertinent data to State as soon as possible so that datum can be contained in State's construction plans.

Street lighting on Commercial to be responsibility of the City. Duct needs should be submitted to Carrol Colvin so that they can be included in duct system.

State's Traffic Division to design traffic control signals. Duct needs for signals should be submitted to Colvin so as to be included in duct system.

Other information from State as follows:

Project has now gone to design for drawing of construction plans.

Resident Engineer Bobby Johnson is presently establishing center line stationing.

State base design has now been revised. Latest information calls for typical section as follows:

7	inch	curb
4	"	Asphaltic Concrete (Finish Pavement)
6	"	Plant Mix Bituminous Mix (Heavy rock & Asphalt)
4	"	Coarse Crushed Base Rock
6	"	Sand
27	"	Total estimated depth from top of existing curb to subgrade.

Langford and Stewart:

Information needed on types and location of sidewalks wanted. To be submitted to the State.

Coos Bay-North Bend Water Board:

Presently sounding out existing system to determine extent of conflict with proposed roadbed construction. Mr. Heckard please note change in roadbed design.

R. H. Erichsen:

Designing storm sewer system. Making vicinity map showing existing utility feeds and desired location for new feeds to customers.

General Telephone:

Further design is awaiting vicinity map to be made up by Erichsen. Needs study for Phase 1 has been submitted to Colvin. How about need study for that area from 4th to 8th?

PP&L:

Needs study for Phase 1 has been submitted to Colvin.awaiting information on exact location of transformers, etc. to be furnished by Colvin.

To design street lighting for Commercial and Anderson Streets. Duct needs to be submitted to Colvin. Has need study started for that area from 4th to 8th.

Bay T. V:

Needs study for Phase 1 has been submitted to Colvin. Has need study started for that area from 4th to 8th.

City of Coos Bay:

To submit written request for State's construction of sidewalks and traffic signals.

Northwest Natural Gas Co:

I have not heard further on desirability of installing system at this time.

C. T. KEASEY
Division Engineer

John E. Holcomb/cw
By JOHN E. HOLCOMB
Field Utilities Liaison Engineer

JEH/cw
cc D. J. Barbee
T. W. Litchfield
L. E. George ✓
H. S. Cox ✓
Bobby Johnson
Glen Clark

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7240

3h
11-15-68

November 21, 1968

Hon. William L. Morin
Mayor of Coos Bay
City Hall
Coos Bay, Oregon 97420

Dear Mayor Morin:

The State Highway Commission at its meeting on November 12, 1968, adopted a survey concerning improvement on the 14th Street-Bayshore Boulevard (Coos Bay) Section of the Empire-Coos Bay Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 356" adopting the survey. This resolution also removes a portion of Central Avenue from the system and establishes a portion of it as a secondary highway.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Att.

cc: Board of County Commissioners
Coos County
Courthouse
Coquille, Oregon 97423

Attention: Ms. Fay Crabtree
County Clerk

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NOV 15 1968
[illegible]

106-1128
7240

Salem, Oregon 97310
November 14, 1968

Coos Bay Mall Section
Empire-Coos Bay Highway

Mr. L. H. Young
Program & Planning Engineer
BUILDING

As you know, we have an agreement with the City of Coos Bay to construct a new couplet between 1st and 7th Streets. Our estimate for this work is $350,000 and the cost will be shared 50-50 between the City and the State.

Please take the necessary steps toward the letting of this contract in the early spring of 1969.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: D. J. Barbee
F. D. Morgan
H. S. Cox

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NOV 21 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Coos Bay
Oreg Coast - Oband

COPY FOR MR. H. S. Cox
From Floyd Query, S[illegible]ary

RESOLUTION

11-12-68

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the 14th Street-Bayshore Boulevard (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the 14th Street-Bayshore Boulevard (Coos Bay) Section of the Empire-Coos Bay Highway, beginning at Highway Engineer's Station 0+00 at the intersection of 14th Street and Central Avenue and extending in an easterly direction to 7th Street, thence south on 7th Street one block to Anderson Avenue, thence easterly on Anderson Avenue to Highway Engineer's Station 17+00 at Bayshore Boulevard (Oregon Coast Highway). Also, beginning at the intersection of Central Avenue and 7th Street and extending north one block on 7th Street to Commercial Avenue, thence easterly on Commercial Avenue to Highway Engineer's Station 20+50 at Bayshore Boulevard (Oregon Coast Highway), together with a map which for identification purposes bears Survey Approval Map File No. 1R-4-353 and the date of September, 1968, field notes, and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

[illegible]

2. That Commercial Avenue is to accommodate one-way traffic westbound and Anderson Avenue is to carry one-way traffic eastbound.

3. That the portion of Central Avenue from 7th Street to Bayshore Boulevard (Oregon Coast Highway) is to be removed as a part of the Empire-Coos Bay Secondary Highway.

and

established

4. The easterly end of the above-described survey is hereby established as a part of the Empire-Coos Bay Secondary Highway, the route and termini of which are described as follows:

NOTED
HAROLD REYNOLDSON

EASTBOUND

Beginning at Central Avenue and 7th Street and extending south on 7th Street one block to Anderson Avenue, thence easterly on Anderson Avenue to Highway Engineer's Station 17+00 at Bayshore Boulevard (Oregon Coast Highway).

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

November 12, 1968

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

WESTBOUND

Beginning at Highway Engineer's Station 20+50 at Commercial Avenue and Bayshore Boulevard (Oregon Coast Highway) and extending westerly along Commercial Avenue to 7th Street thence south one block on 7th Street to Central Avenue.

5. That when said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

6. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a highway with no access control.

7. That this resolution be entered in the minutes and records of the Commission as of the 12th day of November, 1968, as "Survey Resolution No. 356."

No Hearing needed

Agree. pending
Hwy Comm. approval

Coos Bay

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

NEWS RELEASE

68-221-S

FOR RELEASE AT HIGHWAY COMMISSION MEETING November 12, 1968

The Oregon State Highway Commission today approved a survey on the 14th Street-Bayshore Boulevard (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County. Length of the project is 0.81 mile.

The cooperative construction finance project consists of providing a one-way couplet on the east end of the survey from 7th Street to Bayshore Boulevard. Commercial Avenue will accommodate one-way traffic westbound and Anderson Avenue will be used for eastbound traffic. The existing portion of Central Avenue will be converted into a mall area.

Estimated cost of the total project, including right-of-way, is $615,000. ~~This~~ The portion between 8th/Bayshore is a 50-50 cooperative project with the city of Coos Bay estimated to cost $350,000 including $20,000 for R.W.. Construction will proceed when funds become available.

# # # # # #

NOTED
H. S. COX

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NOV 13 1968
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NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
NOV 7 - 1968

106-1128

7240

November 7, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the 14th Street-Bayshore Boulevard (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County has been completed. This cooperative construction finance project consists of the institution of a one-way couplet on the east end of the survey from 7th Street to Bayshore Boulevard. Commercial Avenue will accommodate one-way traffic westbound and Anderson Avenue will be used for eastbound traffic. The existing portion of Central Avenue will be converted into a mall area. Notification has been received from the City of Coos Bay that a hearing is not required. The length of this project is 0.81 mile and a map is attached for your information.

The estimated construction cost of this project is $595,000 and the estimated right-of-way cost is $20,000, for a total estimated cost of $615,000. Finance approval for the couplet portion of this section, utilizing current State construction funds, was approved August 22, 1968. This is a 50-50 cooperative project with the City of Coos Bay.

We request your approval of the survey and authority to purchase the necessary right-of-way. This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
BLG:bb lms

bc:	Floyd Query	D. J. Barbee
	R. L. Porter	L. H. Young
	F. B. Klaboe	C. H. Maison
	Victor D. Wolfe	D. H. Moehring
	F. D. Morgan	C. T. Kasey

DAVID J. GRANT, JR.
CITY ATTORNEY

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON

NOTED
H. S. COX

September 25, 1968

RECEIVED
SEP 27 1968
ENGINEER
COUNTY & CITY DIVISION

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: D. N. Harwell
Assistant County & City Engineer

Re: Commercial-Anderson Couplet
Empire-Coos Bay Highway
City of Coos Bay

Gentlemen:

The writer acknowledges your letter of September 19, 1968, addressed to Mr. Harold Leedom, City Manager of the City of Coos Bay. I have been requested to answer your inquiry in regard to the holding of any public hearings in connection with the above project.

In view of the fact that this matter has had complete publicity within the Coos Bay area, it is the feeling of the City Manager and the City Council that no further hearings be held on this matter.

We thank you for your cooperation and interest in this highway project.

Very truly yours,

D. J. Grant

D. J. Grant, Jr., City Attorney

DJG:rh

cc: Query-Files
Klaboe
Wolfe
Morgan
Keasey

NOTED
DON HARWELL

FORM E-123X 50 M 6-67

RECEIVED
SEP 20 1968
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED [illegible], MEMBER
PENDLETON

Const

Prog

Muni - Coos Bay

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 19, 1968

Mr. Harold Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Commercial-Anderson Couplet
Empire-Coos Bay Highway
City of Coos Bay

Dear Hal;

Reference is made to prior correspondence and discussions between City and State officials regarding the Coos Bay mall, street revisions, in Coos Bay, as to City-State cooperation and participation.

State is studying various matters regarding the traffic pattern at 7th and Central as well as street widths, parking regulations, etc. Upon completion of these studies we will contact you for a meeting with you and the Mayor to discuss these matters of mutual concern prior to finalizing an agreement on this project.

Right-of-way will have to be obtained at various intersections along the proposed project; and pursuant to State requirements, we must obtain City's determination as to whether or not a hearing is desired. We feel, based on City's previous actions, meetings, hearing, etc., as well as the contemplated hearing set for Monday, September 23, that the necessity for State to hold additional hearings on this matter might be precluded. If the City is in a position to determine this, we would like a reply prior to September 25 indicating the City's desire in this matter.

We thank you for your cooperation and interest in this and other highway projects in your city.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

DN Harwell

D. N. Harwell
Assistant County & City Engineer

Cc ✓

DNH:mm
cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
C. T. Keasey

NOTED
FLOYD QUERY

MEMO TO FILES: 9/13/68

No Hearing -- see letter 9-19-68

Coos Bay "Mall"
7th Street-Bayshore Drive Section
Anderson Avenue-Commercial Avenue Couplet
Empire-Coos Bay Highway No. 243
City of Coos Bay

Wednesday, September 4, Mayor Bill Morin, City Manager Hal Leedom, C. T. Keasey, and the writer met in Coos Bay to discuss co-operative construction financing (50%-50%) and preliminary agreement pertaining to subject matter.

The contents of the agreement were read and discussed, with suggested changes or matters to be considered as follows:

1. The agreement calls for elimination of through traffic on Central Avenue between 7th Street and Bayshore Drive.

two-way?

OK

a. City desires eastbound access to Central from southbound 7th Street, thereby allowing Central between 7th Street and 6th Street open for eastbound traffic only, and allowing Central between 6th Street and 4th Street open to two-way traffic (west and east) prior to ultimate closing by completion of "Mall."

b. City desires Central Avenue between Broadway and Bayshore to remain open for a period of use prior to ultimate closing by completion of "Mall." OK

OK see 1a

c. City desires a study of channelization at Central and 7th to satisfy traffic movements utilizing this intersection.

2. The proposed plan calls for 44-foot curbed sections on 7th Street, Anderson, and Commercial Avenues, and a 56-foot curbed section westerly of 7th on Central (two-way, 4 lane).

a. City desires consideration of a wider section (68-foot±), with a 16-foot median, for access to McKay Super Market on Central between 7th and 8th Streets. This portion of Central is not within the project limits, therefore revisions would have to be considered for inclusion of costs of construction.

City pay? 100% add. cost ~~not~~ part of this project

1) McKay Markets, being a substantial property owner in the city of Coos Bay, would be a large contributor toward the cost of the project (assessment); therefore the provisions of paragraph 2a above are in the City's interest on behalf of the property owner.

NOTED
DON HARWELL

3. The agreement calls for City's deposit of 50% of costs, related to the project, prior to award by State.

ok

a. City desires an estimate of all costs in regard to the project for programming and accounting purposes; particularly rights of way, flagging, signing, etc., as covered in paragraphs 8a and 8d of the agreement.

4. The agreement calls for utility relocation as part of the project - partially by City or others and partially by State.

ok

a. City desires a meeting of City, State, and all utility companies involved, prior to detail negotiations, to discuss the possibility of one common utility relocation contract to handle all work necessary to conform to project plans.

5. The agreement calls for City to enact and enforce various ordinances or resolutions pertaining to traffic control measures, subject to construction of project.

ok

a. City desires these matters to be effective upon completion of the project and opening to motor vehicular traffic.

6. The agreement also mentions additional items of conflict, ie: private facilities under existing sidewalks, street illumination poles or standards, and existing parking meter installations which are to be removed or relocated at City's sole expense.

ok

a. City informs me that the owners of the building that has private facilities under the sidewalks (elevator shaft, etc.) have asked for condemnation and it will be taken care of prior to commencement of project work. Other matters will also be handled by City at no expense to State.

Based on the foregoing, the City is desirous for State to make a study of the access to Central Avenue, the channelization of the Central and 7th Street intersection, as well as the 7th Street-8th Street portion of widening for left turn movements, and report to them the feasibility of such in regard to ultimate completion of proposed project.

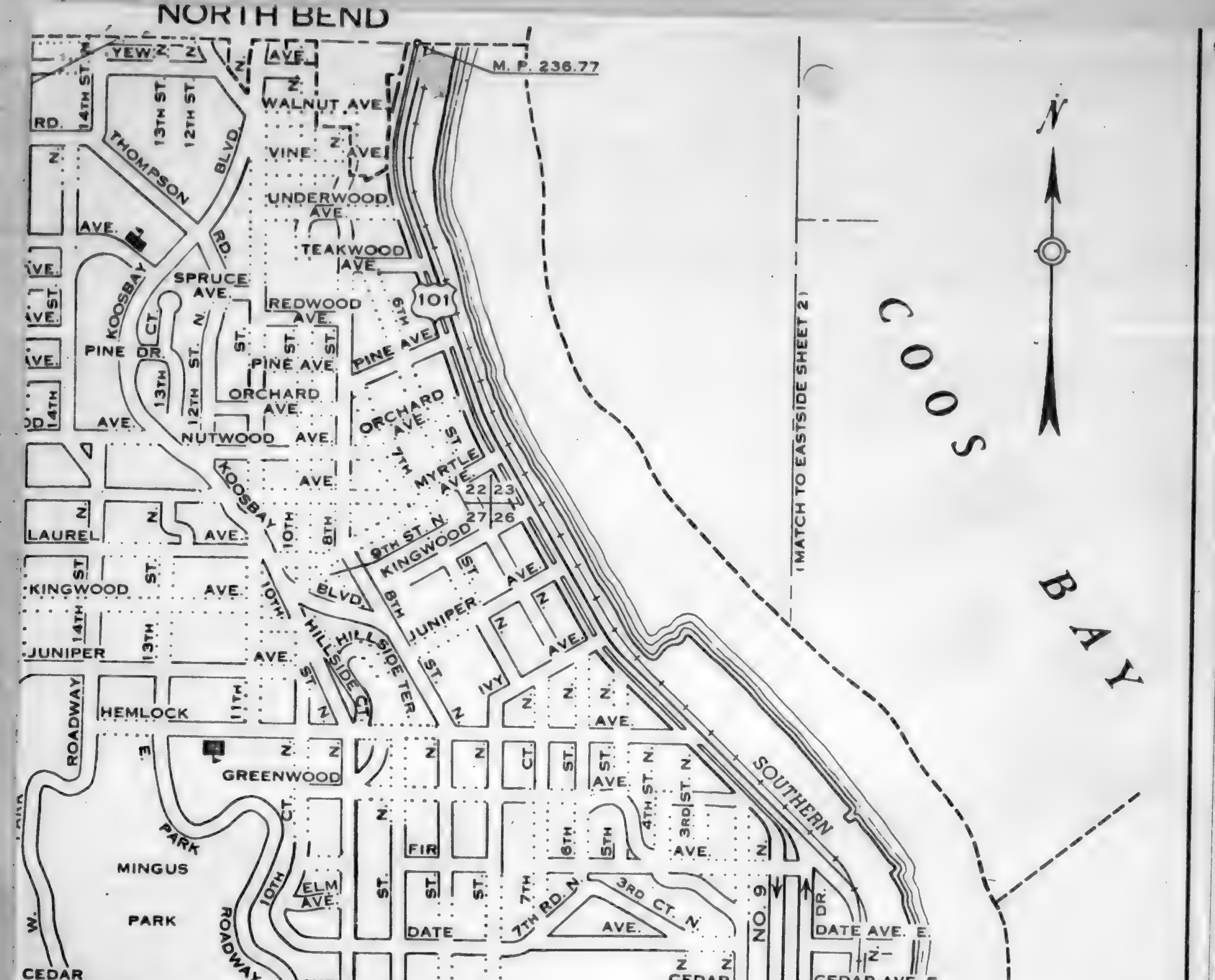
The City will, in the near future, contact Division 3 personnel to discuss utility relocation work and the feasibility of one common utility contract.

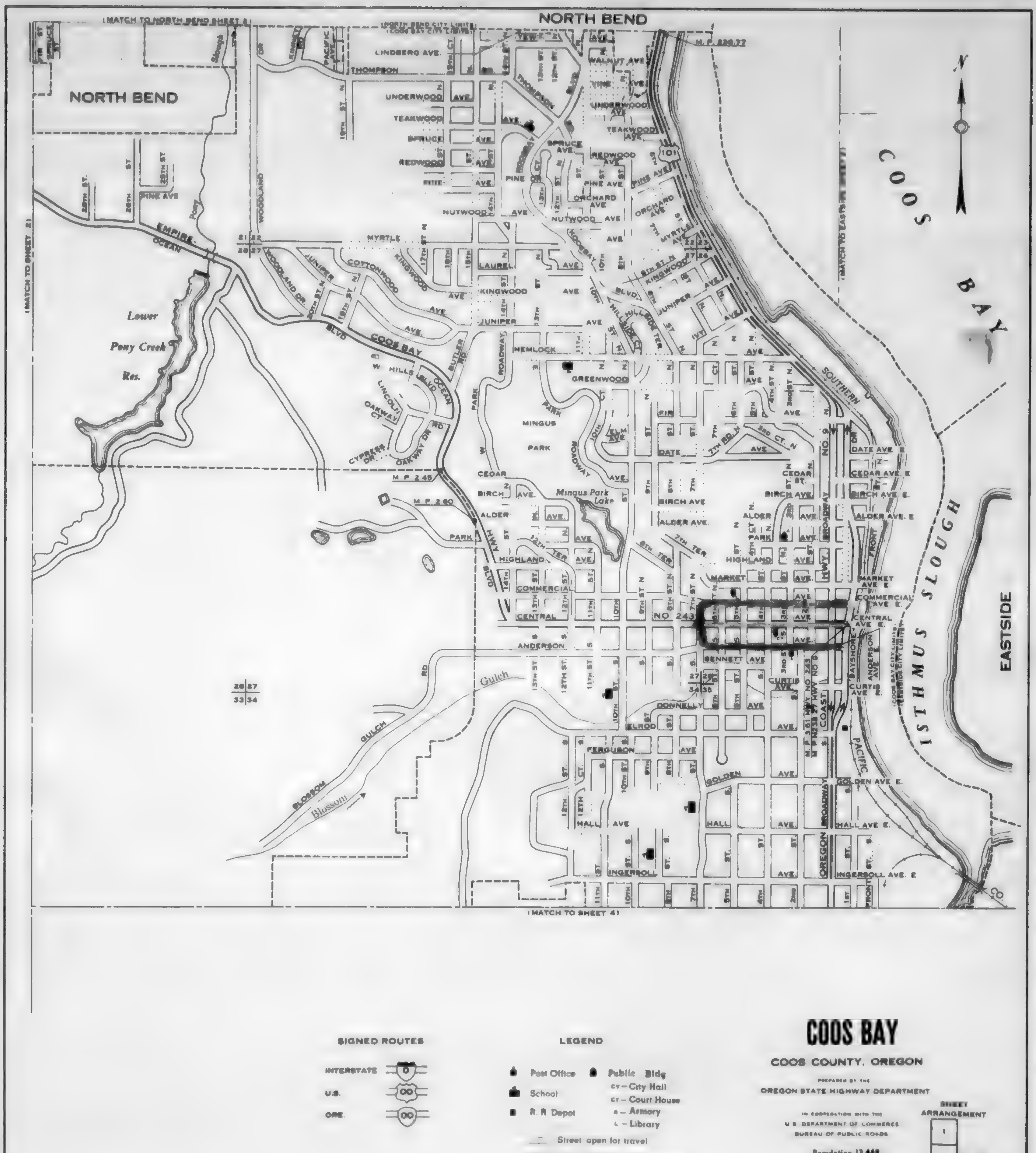
D.N. Harwell
D. N. Harwell, Assistant Engineer
County and City Division

DNH:eb

cc Forrest Cooper	Victor Wolfe
R. L. Porter	F. D. Morgan
ok F. B. Klaboe	C. T. Keasey
	Don Trout

NOTED
DON HARWELL


NORTH BEND
M. P. 236.77
COOS BAY
(MATCH TO EASTSIDE SHEET 2)
ISTHMUS SLOUGH
EASTSIDE
N
101
SOUTHERN
YEW
AVE.
WALNUT AVE.
VINE
UNDERWOOD AVE.
TEAKWOOD AVE.
THOMPSON
BLVD.
RD.
14TH ST.
13TH ST.
12TH ST.
KOOSBAY
SPRUCE AVE.
REDWOOD AVE.
PINE DR.
PINE AVE.
ORCHARD AVE.
NUTWOOD AVE.
MYRTLE AVE.
22 23 27 26
9TH ST. N.
KINGWOOD
LAUREL
JUNIPER
HEMLOCK
IVY
HILLSIDE TER.
HILLSIDE CT.
GREENWOOD
ROADWAY
MINGUS PARK
FIR
ELM AVE.
DATE
7TH RD. N.
3RD CT. N.
CEDAR
BIRCH
ALDER
Mingus Park Lake
BIRCH AVE.
ALDER AVE.
12TH TER.
8TH TER.
7TH TER.
PARK
HIGHLAND
MARKET
COMMERCIAL
CENTRAL
NO. 243
ANDERSON
BENNETT AVE.
CURTIS AVE.
DONNELLY
ELROD
Gulch
27 26 34 35
BROADWAY
NO. 9
HWY.
FRONT
DATE AVE. E.
CEDAR AVE. E.
BIRCH AVE. E.
ALDER AVE. E.
MARKET AVE. E.
COMMERCIAL AVE. E.
CENTRAL AVE. E.
ANDERSON AVE. E.
CURTIS AVE. E.
BAYSHORE
COAST
3.61 HWY. NO. 243
N238.27 HWY. NO. 9
COOS BAY CITY LIMITS
EASTSIDE CITY LIMITS
BLVD.
HWY.



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits

COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 13,469

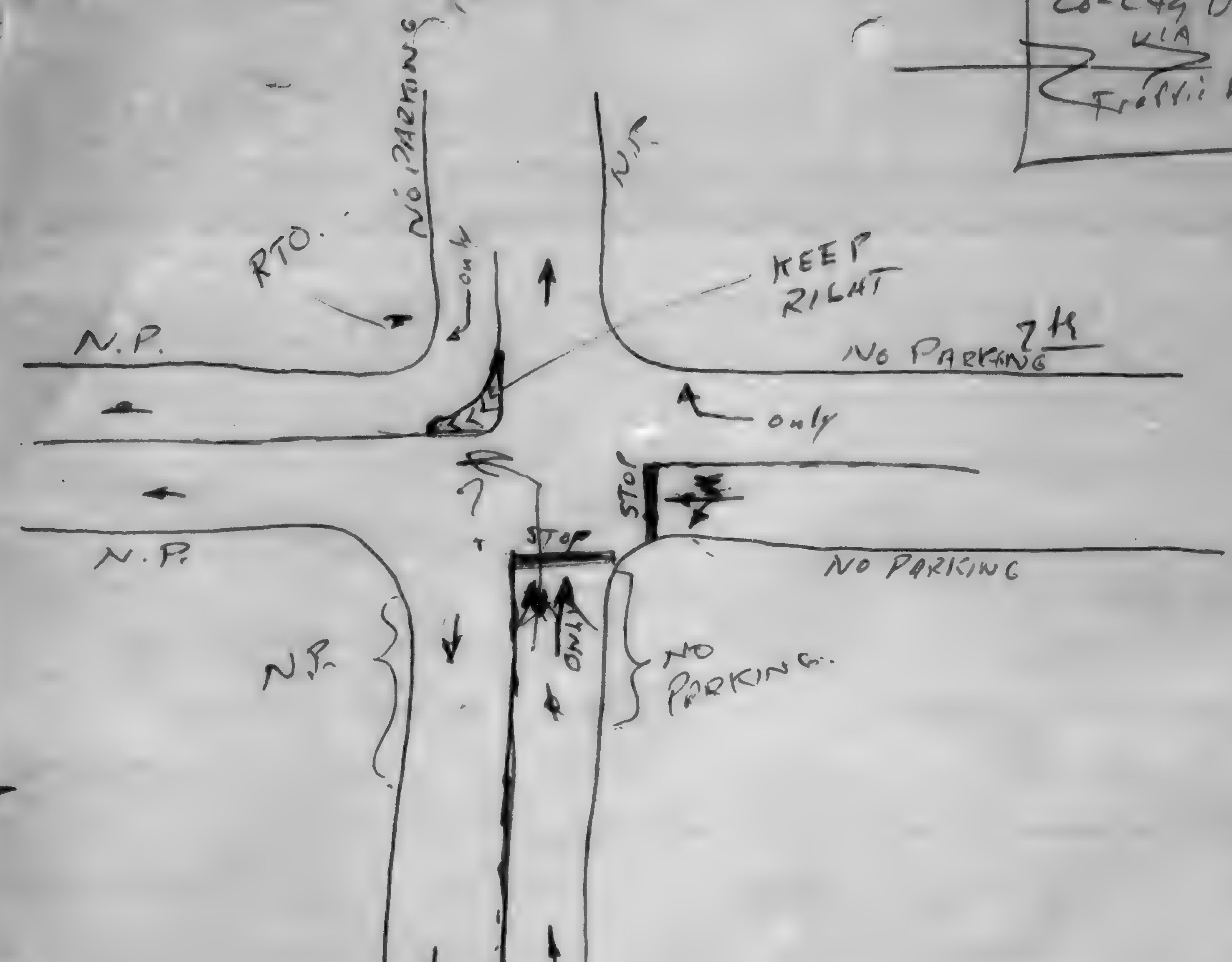
Scale in Feet

Revised April 1965

SHEET ARRANGEMENT
1
2
3
4

SHEET 3 OF 4 SHEETS

Co-City Div
via
Traffic Div



By
L E George
1^{30} pm
9-18-68

RECEIVED
AUG 22 1968

FOR FILING

106-1128
7240

August 22, 1968

The Honorable William L. Morin
Mayor of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Mayor Morin:

Reference is made to your recent request that the State agree to participate with the City on a 50-50 basis in the elimination of Central Avenue between Bayshore and 7th Streets by the substitution of a couplet using Commercial and Anderson Streets between the same limits.

As I advised you, the estimated cost of this project, including signal revision and replacement of sidewalks that would be removed by the construction, is approximately $300,000.

This matter was presented to the State Highway Commission and they have authorized me to advise you that the State will be ready to do the work in the spring of 1969. I have asked our County-City Division to immediately draw up an agreement on this basis and present it to you for early execution.

The State Highway Department will do its best to also schedule a job on the Empire-Coos Bay cutoff (Ocean Boulevard) from Butler Road to Central Avenue next year in accordance with our existing cooperative agreement. We cannot however guarantee that funds will be available for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
E. D. Morgan
H. S. Cox - Immediately rough draft an agreement and bring it to me for my inspection.
C. T. Keasey

FBK:srb

RECEIVED
AUG 26 1968
FOR FI

106-128
7240

8-19-68

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

ection 14th St. - Bayshore Blvd. Unit 7th, Commercial & Anderson Ave's.
ighway Empire - Coos Bay County Coos Prefix ______
ength ______ Designer ______ Draftsman ______ Date Aug. 19, 1968
igned ______ Title ______

Grading & Drainage		$ 54,291
Surfacing		$ 129,460
Extra Work		
Flagging	$ 1,500	
Permanent Signing	6,000	
Temporary Signing	2,000	
Traffic Signals	40,000	
Total Extra Work		$ 49,500
TOTAL		$ 233,251
+ 20% Engineering and Contingencies		$ 46,650
Structures	$	
Total Structures		$
Right of Way		$ 20,000
Total Estimated Cost		$ 299,901

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section 14th Street- Bayshore Blvd Unit ______
Highway Empire ~ Coos Bay County Coos Prefix ______
Length ____ Designer ______ Draftsman ______ Date ______

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					1,000
General Excavation	CuYd	7055	706	7761	1^{50}	11,642
Trench Excavation	CuYd	252	25	277	3^{00}	831
8" perf. pipe	Lin. ft	0		—	2^{75}	–
8" sewer pipe	Lin ft	1538	154	1692	2^{50}	4230
Concrete curbs	CuYd	200	20	220	55^{00}	12,100
Type G-1 Inlets	ea	45	5	50	130^{00}	6,500
Concrete Manholes	ea	1	–	1	350^{00}	350
Reconstruct conc. manhole	ea	0		—	250^{00}	–
Adjusting inlets	ea	1	—	1	50^{00}	50
Adjusting manhole	ea	37	4	41	100^{00}	4100
Concrete Walks	Sq Yd	2190	219	2409	4^{75}	11,443
Const. Conc. Driveways	Sq Yd	716	72	788	5^{50}	4334
Stone Base	ton	8788	879	9667	3^{25}	31,418
Watering	m. gal	149	15	164	3^{50}	574
Plant Mix Bituminous Base	ton	3253	325	3578	9^{50}	33,991
Class "B" Asph. Conc	ton	4336	434	4770	10^{00}	47,700
Cl. "A" Conc. in Ret. Wall	Cu. Yd.	125	13	138	75^{00}	10,350
Reinf. Steel	Lbs	17,830	1783	19,613	0^{16}	3,138

Total $183,751

RECEIVED
JUN 7 1968

FOR FILING

106-1128

7240

June 7, 1968

Mr. Harold A. Leedom
City Manager
City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

1939
2217
2282

Dear Mr. Leedom:

Reference is made to your letter of May 20 concerning the City's proposal to construct a mall on Central Avenue between Bayshore Drive and 7th Street. The mall plan as proposed necessitates the relocation of the state highway between these limits to other streets--presumably Anderson and Commercial.

In your letter, you asked the State to commit reimbursing the City at some future date 75 percent of the cost of this relocation. I regret to find it necessary to advise you that the State Highway Department cannot at this time agree to such a proposal. We are already committed with other cities for over $8 million worth of cooperative projects. Inasmuch as we cannot now even begin to finance our portion of these existing projects, we would be very remiss if we added any new ones to the list or advanced any of those existing ones closer to the top of the list than they now appear.

As stated in your letter, we have made preliminary estimates of the cost of relocating these streets between Broadway and 7th Street and of improving Central Avenue between 7th and 14th Streets. Our estimates approximate $500,000 for this work. – 450,000 ± on our existing [illegible]

Very truly yours,

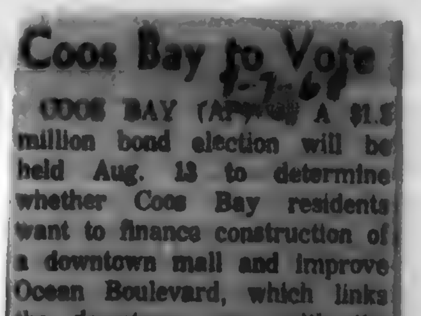
Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
C. T. Keasey

FBK:srb



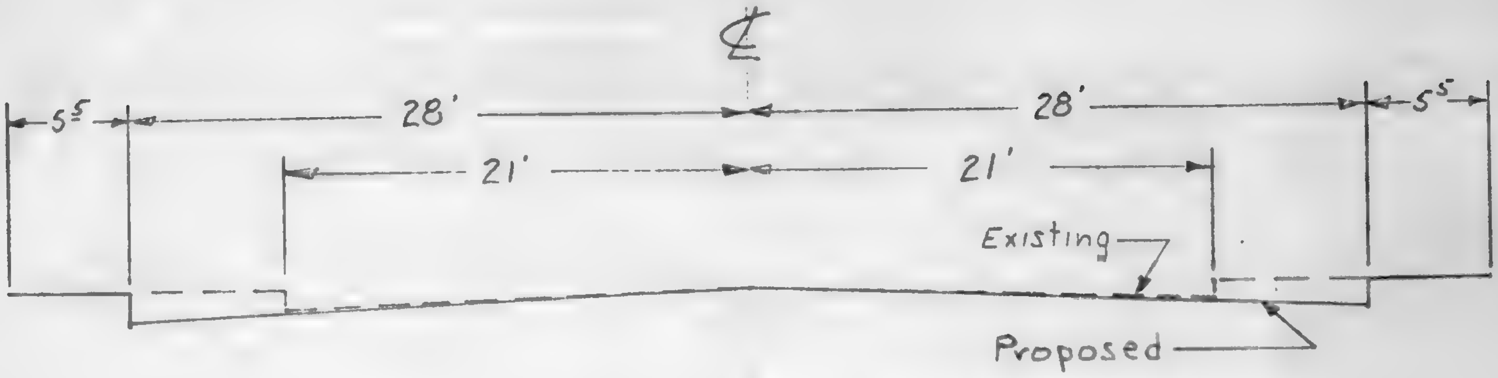
Coos Bay to Vote

6-7-68

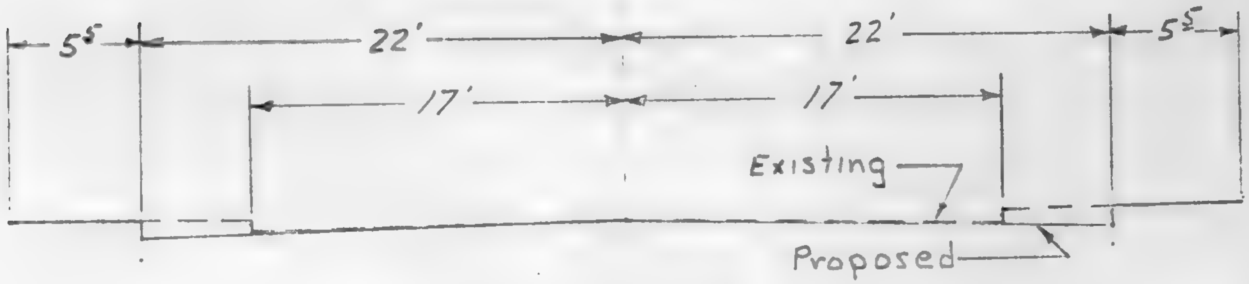
COOS BAY (AP) — A $1.5 million bond election will be held Aug. 13 to determine whether Coos Bay residents want to finance construction of a downtown mall and improve Ocean Boulevard, which links the downtown area with the Empire district and the beaches.

REYNOLDSON

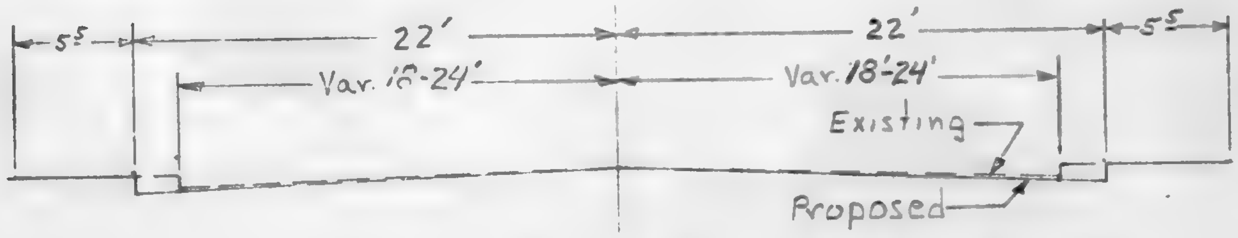
14th st. - Bayshore Blvd., Coos Bay



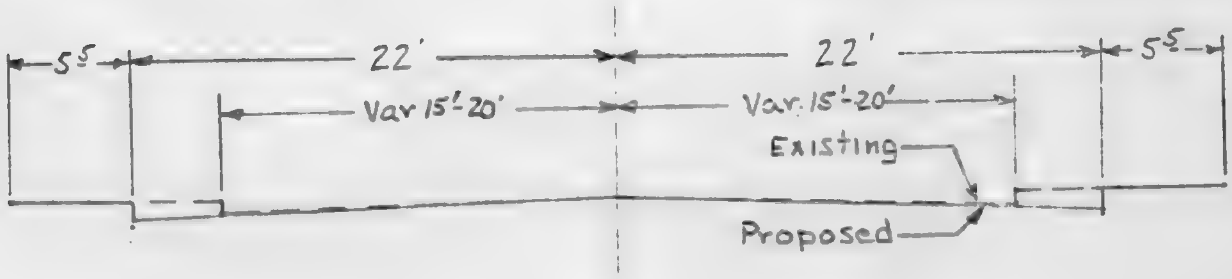
Central Ave. (14th st. to 7th st.)



Commercial Ave. (7th st to Bayshore)



Anderson Ave. (7th st. to Bayshore)



7th Street
(Between Commercial & Anderson)

NOTE: All existing surfacing to be removed.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section 14th Street - Bayshore Blvd.* Unit ____
Highway Empire - Coos Bay County Coos Prefix ____
Length ____ Designer ____ Draftsman ____ Date May 23, 1968
Signed ____ Title ____

* Anderson & Commercial St's. from Broadway to 7th - Central Ave from 7th to 14th

Grading & Drainage		$ 105,478 -
Surfacing		$ 225,661 -
Extra Work		
Flagging	$ 2,500 -	
Permanent Signing	9,000	
Temporary Signing	3,000	
Total Extra Work		$ 14,500
TOTAL		$ 345,639 -
+ 20% Engineering and Contingencies		$ 69,128 -
Structures	$	
Total Structures		$
Right of Way		$ 20,000
Total Estimated Cost		$ 434,767 -

O GON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section 14th Street - Bayshore Blvd. Unit ______
Highway Empire - Coos Bay County Coos Prefix ______
Length ______ Designer ______ Draftsman ______ Date May 23, 1968

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					$1500
General Excavation	Cu. Yd.	14,766	1477	16,243	1.50	24,365
Trench Excavation	Cu. Yd.	1567	157	1724	3.00	5172
Retaining wall Backfill	Cu. Yd.	1134	113	1247	3.50	4365
8" perf. Pipe	Lin. ft.	345	35	380	2.75	1045
8" Sewer Pipe	Lin. ft.	2484	248	2732	2.50	6830
Concrete Curbs	Cu. Yd.	321	32	353	55.00	19,415
Type G-1 inlets	each	59	6	65	150.00	9750
Concrete manholes	each	1	0	1	350.00	350
Reconstruct Conc. manholes	each	1	0	1	250.00	250
Adjusting inlets	each	1	0	1	50.00	50
Adjusting manholes	each	45	5	50	100.00	5000
Conc. walks	Squ. Yd.	4018	402	4420	4.50	19,890
Const. Conc. Driveways	Squ. Yd.	934	93	1027	5.00	5135
CLA Conc. in Ret. Walls	Cu. Yd.	423	42	465	75.00	34,875
Reinforcement in Ret. walls	lbs.	57,307	5731	63,038	0.15	9456
Stone Base	Ton	14,637	1464	16,101	2.75	44,278
Watering	M-Gal	249	25	274	3.50	959
Plant Mix Bituminous Base	Ton	5411	541	5952	9.50	56,544
Class "B" Asph. Conc.	Ton	7222	722	7944	10.00	79,440
Metal Handrail	Lin. ft.	345	35	380	6.50	2470

Total $331,139

RECEIVED
MAY 31 1968

FOR FILING

106-1128
7240

May 29, 1968

Mr. Harold A. Leedom
City Manager
City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Thank you for your letter of May 20 concerning the City's desire to institute a couplet-mall plan utilizing Central Avenue between Bayshore Drive and 7th Street.

We will look into this matter very carefully and advise you more concerning our investigation in the very near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

May 20, 1968

RECEIVED
MAY 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
State Highway Building
Salem, Oregon 97301

Attention - Mr. Fred Klaboe

Dear Mr. Klaboe:

As you know, the City of Coos Bay is contemplating the construction of a Pedestrian Mall. The Mall will involve Central Avenue from Bayshore Drive to 7th Street; with the First Phase running from Broadway to 4th Street.

This Mall Plan, of course, will necessitate the relocation of the State Highway to other streets. It is proposed at this time that the Highway be relocated by means of a couplet located on Anderson Avenue and Commercial Avenue. Commercial Avenue would be the west bound leg of the couplet from Bayshore, or at least from Broadway to 7th Street, with the east bound leg on Anderson Avenue from 7th Street to Broadway, or Bayshore.

We would appreciate knowing the Highway Department's thoughts on this project. We particularly would like to know of the type of section to be necessary both in width, and also for depth of section on both Commercial and Anderson.

If possible, we would also like to have an expression as far as the feasability of entering into an agreement with the Highway Commission for the City of Coos Bay to construct the required couplet with City funds, and at some future date be reimbursed by the Highway Commission for the normal 75%. We realize that this type of agreement may be somewhat difficult because of the uncertainty of Highway funds, but we would like to know whether or not you think this might be possible, and if so what arrangements would be necessary.

As I recall, this proposed couplet was studied by the Highway Department on behalf of the City of Coos Bay approximately 6-7 years ago during a time when the City was contemplating a one-way system for the entire downtown area. I believe also, that one of your local Location Crews recently made some kind of a study on both of these streets. I'm not sure, of course, what was involved in either of these studies but I would appreciate your comments on these matters.

Very truly yours,

Harold A. Leedom

Harold A. Leedom
City Manager

HAL/rb

FORM E-30X—50M—7-66

SP*23657-734

RECEIVED
MAY 6 - 1968
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon 97310
May 3, 1968

SUBJECT: Woodland Drive-Central Avenue
Empire-Coos Bay Highway

To: MEMO TO THE FILES

Mr. Barbee and I met with Mr. Leedom in my office today. Mr. Leedom was perturbed with the amount of time that this location has taken. We explained to him the problems that have been encountered and the fact that at the February 27 meeting with the property owners and representatives of the City, a new suggestion was offered which we believed merited study. We are in the process of working on this new proposal and expect to have something further to discuss with the City in 60 to 90 days.

Mr. Leedom inquired as to when we thought we could be in a position to go to contract on this job. I advised him that I did not believe it was possible to do any work this year due to the difficult right-of-way problems that we will encounter on any of the alternate plans. I told him further that the earliest we could contract the job would be in the late spring of 1969 and that we could only do it then if everything went smoothly and if the State Highway Commission approved financing of its share.

Mr. Leedom also brought up a proposal for the establishment of a mall in the city of Coos Bay. If a mall plan is approved by the City, it would require the State to move the Coos Bay-Empire cutoff one block. Mr. Leedom asked for advice as to how they could proceed and I advised him to forward to the State Highway Engineer a concrete proposal, including sketches of the area and, if possible, a publication of the entire mall complex. They should also forward to us a statement of their proposal for financing the highway realignment, along with some idea of timetables as to when the work might begin. He advised me that he would discuss the matter with his Council and let us know more in the near future.

x-ref
G. C.
Coos Bay

NOTED
HAROLD
REYNOLDSON

ORIGINAL SIGNED BY
E. B. KLABOE

NOTED
P. B. [illegible]

NOTED
MAHLON C. HOLMES

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Forrest Cooper
F. D. Morgan
R. L. Porter
H. S. Cox

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

O FILES
February 29, 1968

RE: Woodland Drive-Central Avenue Section
Lincoln Road-West Hills Blvd. Unit
Empire-Coos Bay Highway No. 243
City of Coos Bay

Pursuant to a public hearing held June 15, 1967, agreements executed in December, 1966 and August, 1967, and subsequent correspondence and discussion on subject matter, a meeting was held in Coos Bay on Tuesday, February 27, 1968. The meeting was at 3 p.m. in the city hall, and representatives present for the city were Mayor Bill Morin, Manager Walt Barham, Engineer Hal Leedom, and one councilman. State personnel present were C. T. Keasey, D. E. Keyes, and the writer.

Discussion basically concerned the adjacent property owners' dissension with State's previous proposal and the alternate individual property accesses being considered. Based on the grades involved, the City concurred in the alleyway rear-entrance-type access, but deferred acceptance until later in the evening at a meeting to learn the opinions of property owners.

Also discussed at the 3 p.m. meeting was State's and City's proposal regarding Highway 243 one-way couplet via portions of Commercial Avenue and Anderson Avenue between 10th Street and Bayshore Drive. It is City's intent to delete vehicle travel from Central Avenue between 8th and 4th Streets in order to use it as a mall area. Development of the couplet and mall plans appear to be some time away, and City proposes a bonding issue on the matter.

At 7:30 p.m. on February 27, a meeting was held in the City Library with the some 25, more or less, property owners involved in the Ocean Boulevard project between Lincoln Road and West Hills Boulevard. Mr. Barham opened the meeting with some comments regarding City's position, after which Mr. Keasey and the writer explained State's position on right-of-way, construction, and access to intersecting streets and properties, as well as signalization studies.

Much discussion followed and the consensus of adjacent owners was that if we were going to construct, go the back-door-access proposal, but get a concrete plan in existence for them to show any prospective buyers of the involved properties.

City of Coos Bay will write to State requesting State to proceed on this project in the immediate future (presently scheduled for 9/4/69 and later). City will also inquire as to possibility of State's proceeding with acquisition of right-of-way if City should submit its advance deposit of 25% of the estimated cost of the project. The letter will be forthcoming soon from Mr. Harold Leedom, City Engineer, who will be acting city manager.

NOTED
HAROLD REYNOLDSON

D. N. Harwell
D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm
cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. H. Moehring
C. T. Keasey

[illegible]
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
MAHOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
H. S. COX

[illegible]

FORM E-128X 50M 4-62

RECEIVED
[illegible] 1967
FILING

166-112 Y
7940

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 18, 1967

1939

Mr. J. Walter Barham
City Manager
City of Coos Bay
Coos Bay, Oregon

Subj: 14th Street-Bayshore Boulevard Section
Empire-Coos Bay Highway
City of Coos Bay

Dear Mr. Barham:

This is to acknowledge receiving the plan "Coos Bay City Center Preliminary Plan", dated August 31, 1967, as prepared by Langford and Stewart, City-Regional Planning Consultants.

Our field people are gathering pertinent data on the portion of Anderson Avenue which is shown as the eastbound leg of the Empire-Coos Bay Highway; however, we have no comment to make on the overall plan at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

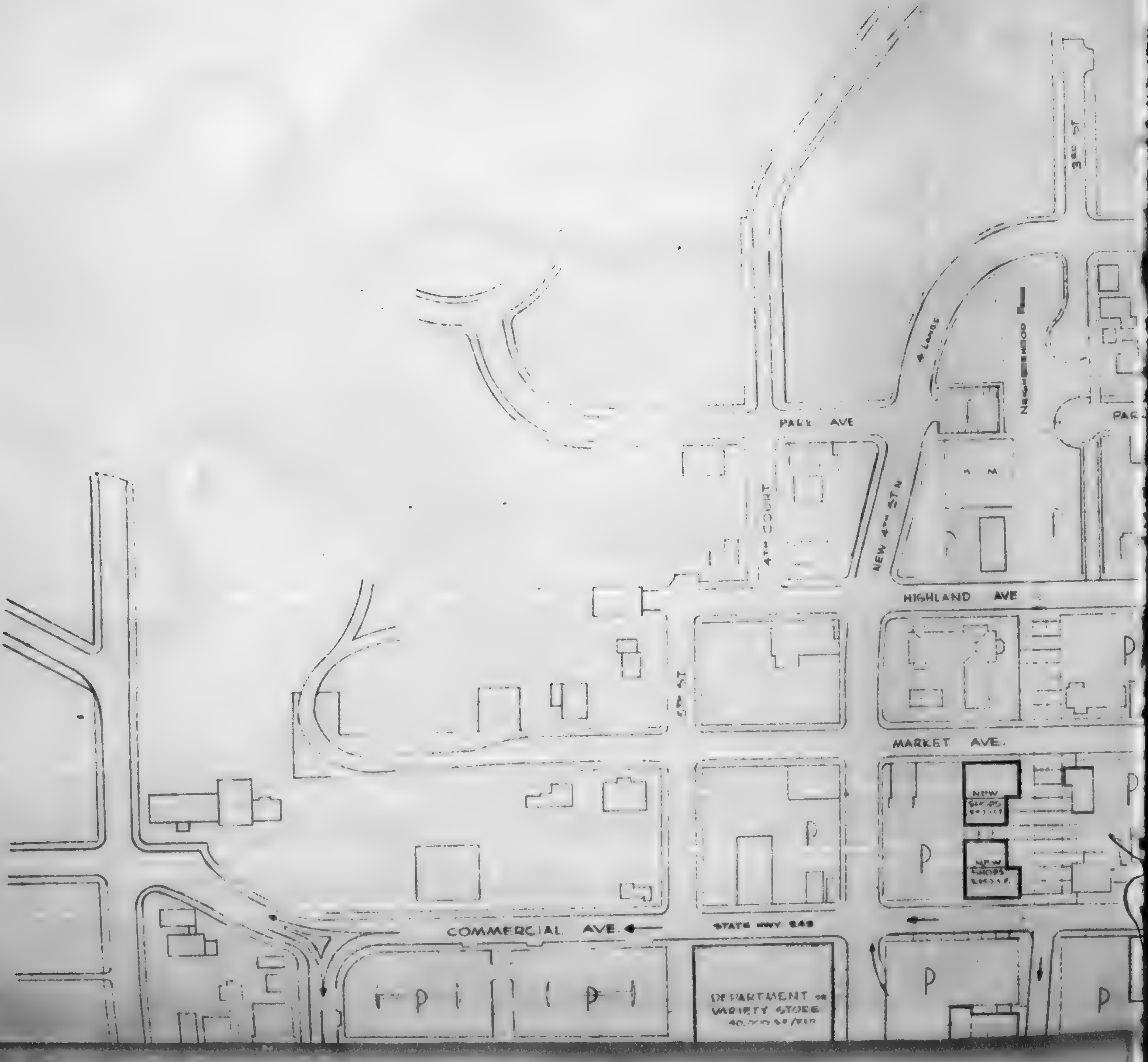
By ADOlson
A. D. Olson
Urban Engineer

ADO:jr

cc: F.B. Klaboe
L.R. Chandler
Si Cox

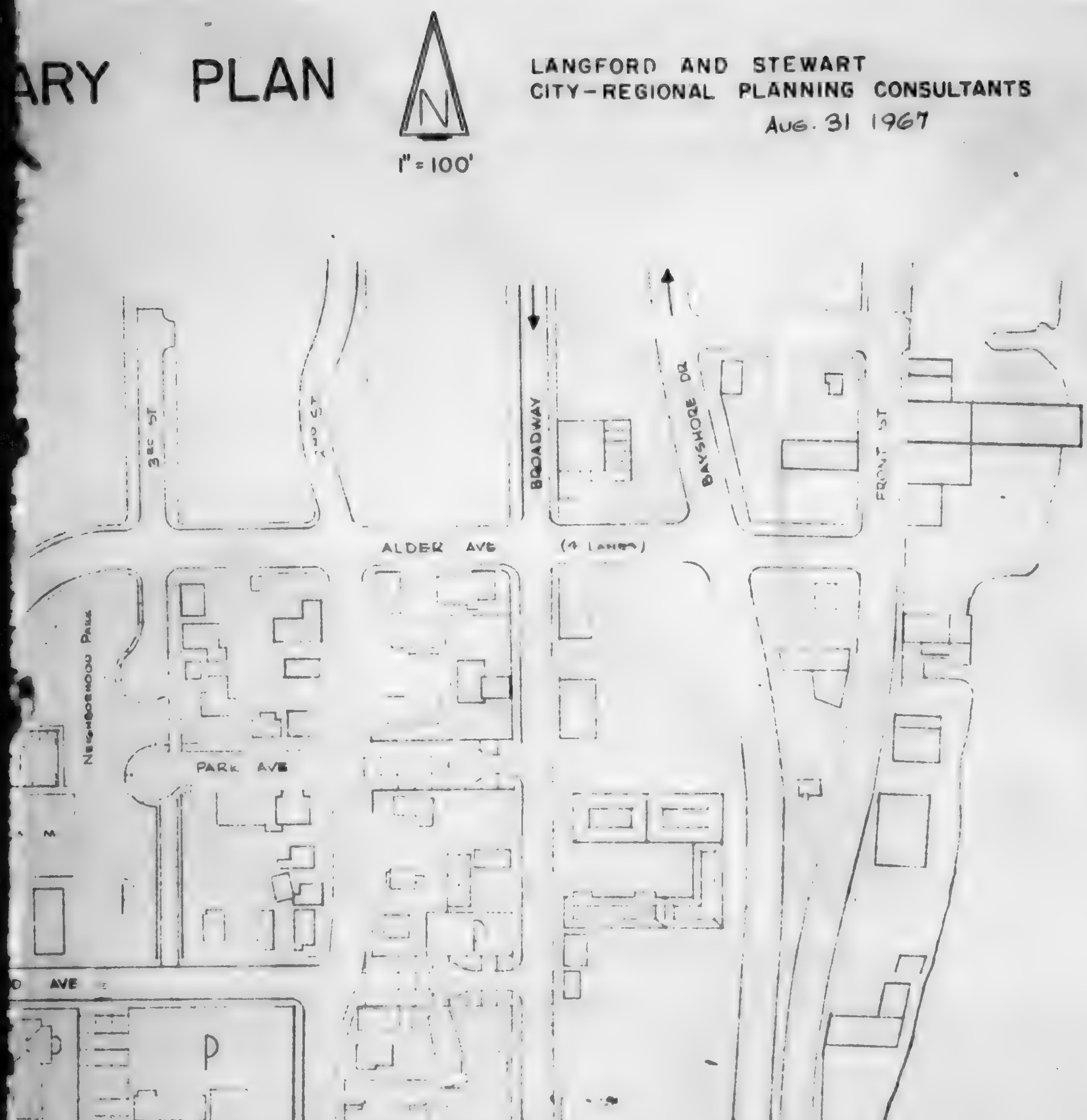
RECEIVED
SEP 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

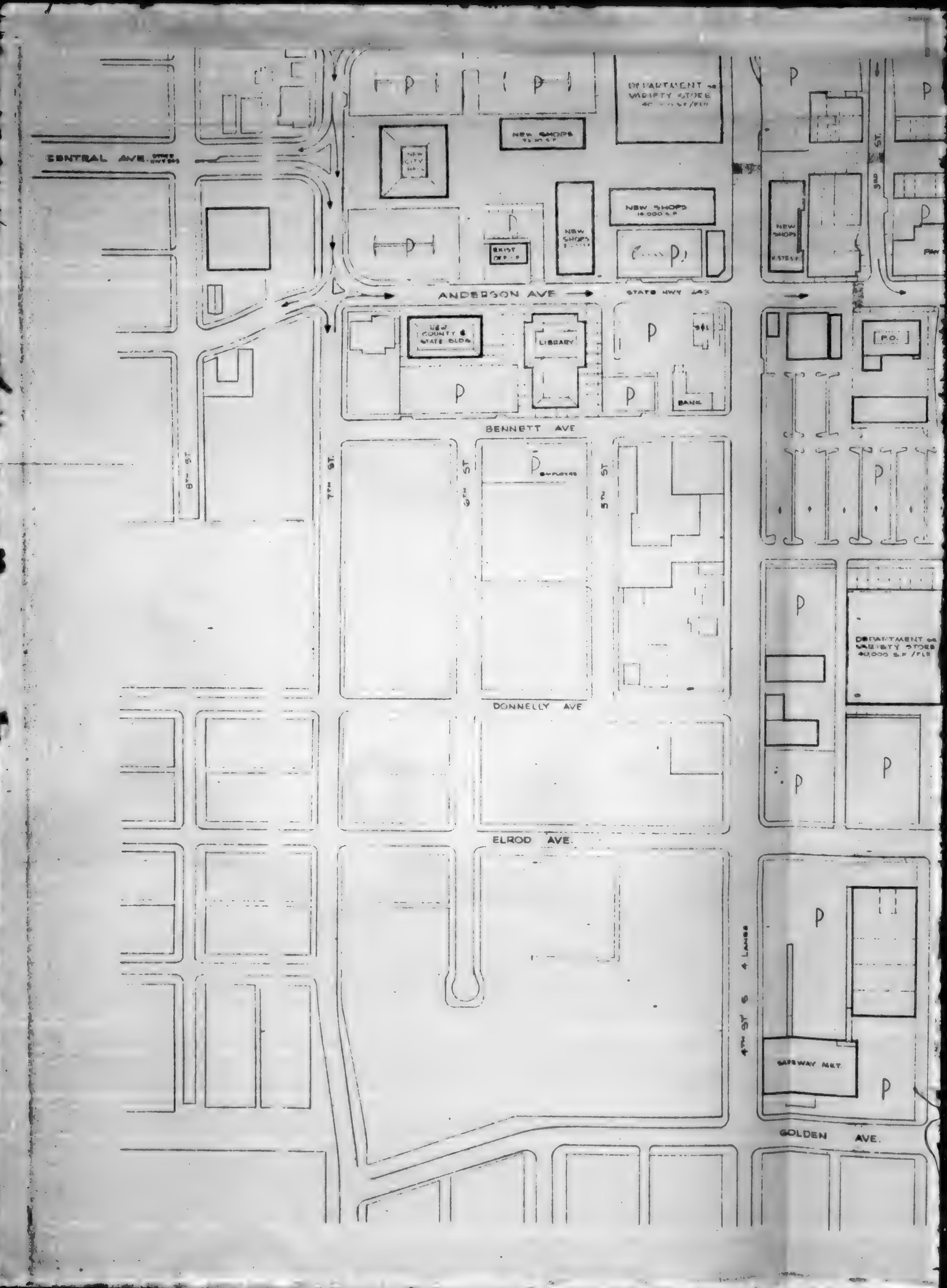
COOS BAY CITY CENTER PRELIMINARY PL

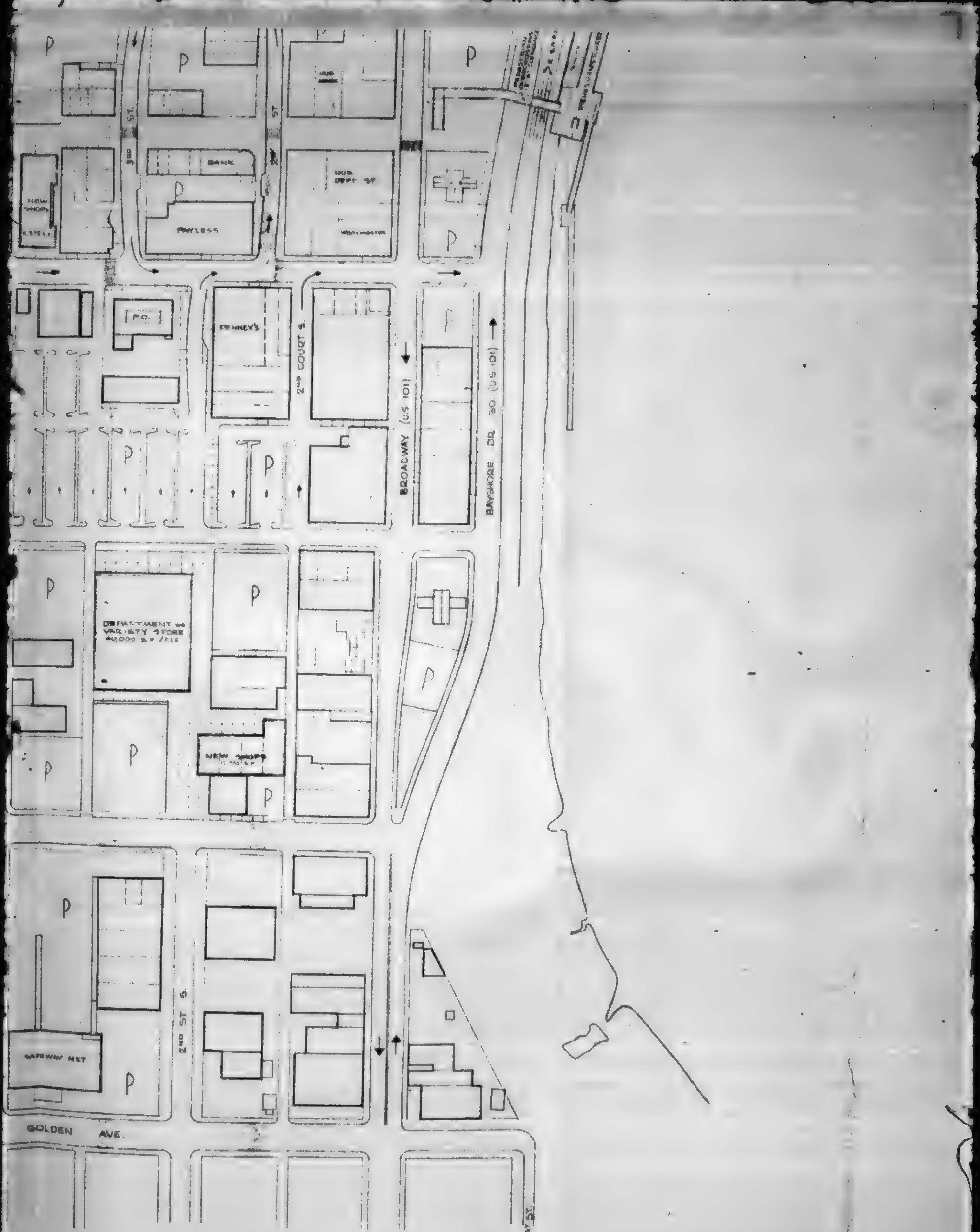


ARY PLAN

LANGFORD AND STEWART
CITY-REGIONAL PLANNING CONSULTANTS
Aug. 31 1967




P
P
DEPARTMENT or
VARIETY STORE
NEW SHOPS
NEW CITY HALL
CENTRAL AVE.
P
NEW SHOPS
NEW SHOPS
10,000 S.F.
P
EXIST
NEW SHOPS
P
P
P
NEW SHOPS
3RD ST.
ANDERSON AVE
STATE HWY 243
NEW COUNTY & STATE BLDG.
LIBRARY
P
P
P
BANK
P.O.
BENNETT AVE
8TH ST
7TH ST.
6TH ST
P EMPLOYEES
5TH ST
P
P
DEPARTMENT or
VARIETY STORE
40,000 S.F. / FLR
DONNELLY AVE
P
P
ELROD AVE.
4TH ST & 4 LANES
P
SAFEWAY MKT.
P
GOLDEN AVE.


P
P
HUB ANNEX
P
PEDESTRIAN
3RD ST.
ST.
NEW SHOPS
BANK
HUB DEPT ST
PAYLESS
WOOLWORTH
P.O.
PENNEY'S
2ND COURT S.
BROADWAY (U.S 101)
BAYSHORE DR. SO. (U.S 101)
P
P
P
P
P
DEPARTMENT or VARIETY STORE 40,000 S.F./FLR
NEW SHOPS
P
P
P
P
2ND ST S.
SAFEWAY MKT.
P
GOLDEN AVE.
1ST ST.

12-8331 Long Creek Rock Production Proj. 1969
Kimberly-Long Cr. & Pendleton-John
#7241 Day Hwy.

12-8331 Long Creek Rock Production Proj. 1969
Kimberly-Long Cr. & Pendleton-John
#7241 Day Hwy.

RECEIVED
NOV 26 1969
FOR FILING

12-8331
7241

November 25, 1969

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

Contract No. 7241 awarded to Arthur Simonsen and Company, Inc., for the Long Creek Rock Production Project on the Kimberly-Long Creek and Pendleton-John Day Highways in Grant County was completed on September 29, 1969, and accepted by the Highway Commission on November 24, 1969.

Final payment in the amount of $5,264.64 will be released to the contractor after December 3, 1969. The total contract amount is $32,613.99 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fbm

cc Arthur Simonsen & Co., Inc.
3005 E. Third Street
Baker, Oregon 97814

Victor S. Risley Co.
Board of Trade Building
Portland, Oregon 97204

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
NOV 25 1969
FOR FILING

12-8331
7241

November 24, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 29, 1969, on Contract No. 7241. The contract was with Arthur Simonsen & Company and was for rock production on the Long Creek Rock Production Project on the Kimberly-Long Creek and Pendleton-John Day Highways in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 24, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
L. H. Young
F. D. Morgan
H. S. Coulter

srb nr

12-8331
7241

NO. 8 FINAL REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: LONG CREEK ROCK PRODUCTION PROJECT

WEEK ENDING: October 3, 1969

SECTION PREFIX: 12-8331

HIGHWAY: Pendleton-John Day & Kimberly-Long Creek

COUNTY: Grant

NAME OF JOB: Long Creek Rock Production

KIND OF WORK: Material Production

CONTRACTOR: Arthur Simonsen & Company, Inc.

CONTRACT NUMBER: 7241

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: August 14, 1969

ESTIMATED COMPLETION DATE: September 29, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 2

SPECIFIED COMPLETION DATE: October 1, 1969

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 36,840.37

EXCLUSIVE OF ENGINEERING: $ 33,622.87

ENGINEERING AUTHORIZATION: $ 3,217.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,622.87

ENGINEERING COST TO DATE: $ 1,821.41

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: -

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 56.6 %

DATE PROJECT WAS COMPLETED: September 29, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
----	----	----	----	----	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			6,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			6,000 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,000 C.Y.		
AVERAGE DAILY QUANTITIES			400 C.Y.		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY		1 day	1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:
Crusher, 3 trucks, 1 shovel and 1 dozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	THERE ARE NO STRUCTURES AS SUCH ON THIS PROJECT.							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sept. 28 SUNDAY	Ptly Cldy-Warm			
29 MONDAY	Cloudy-Showers			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
27 SATURDAY	Ptly Cldy-Mild			

Routing
[illegible] M
Decker
Bond
Walker
Boehme
Pease E
Swan
Glunn
Litchfield

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OCT [illegible]
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SEPT. 28 SUNDAY	No work
29 MONDAY	Contractor finished crushing the ¼-10 sanding rock needed for this project. Final day of work on this project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
Sept 27 SATURDAY	No work

REMARKS

The contractor finished producing the sanding rock for this project Monday. The contractor notified the inspector that it would be about 2 weeks befor he would have all his equipment moved off the site and the quarry cleaned up.

Remeasure of the stockpile sites will be completed by next week, approximately.

Engineering charges for the week. $ 160.87

SIGNED W C Ferguson LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

HF-7218

RECEIVED
MAY 23 1969
FOR FILMING

12-8331
7241

May 22, 1969

Arthur Simonsen & Co., Inc.
3005 N. Third Street
Baker, Oregon 97814

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7241 for the Long Creek Rock Production Project on the Kimberly-Long Creek and Pendleton-John Day Highways in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: Maryland Casualty Company
Victor S. Risley Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. F. Parson
W. C. Ferguson

RECEIVED
MAY 19 1969

12-8331
7241

May 13, 1969

Arthur Simonsen & Co., Inc.
3005 N. Third Street
Baker, Oregon 97814

Gentlemen:

Enclosed are three copies of Contract No. 7241 for $32,175 awarded to you by the State Highway Commission on April 22, 1969. This contract is for the Long Creek Rock Production Project on the Kimberly-Long Creek and Pendleton-John Day Highways in Grant County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encl.
cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
A. F. Parson
W. C. Ferguson

13-8321 Burns Rock Production Project, 1969
Central Oregon, Steens, & John
#7242 Day-Burns Highways

RECEIVED
DEC 2 - 1969
FOR FILING

13-8321
7242

December 1, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 6, 1969, on Contract No. 7242. The contract was with M. A. Toole Construction Company and was for rock production on the Burns Rock Production Project Section of the Central Oregon, Steens, and John Day-Burns Highways in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

RECEIVED
DEC 2 1969
FOR FILING

13-8321

7242

December 1, 1969

General Insurance Co. of America
Portland Service Office
520 S.W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7242 awarded to N. A. Toole Construction Company for the Burns Rock Production Project on the Central Oregon, Steens and John Day-Burns Highways in Harney County was completed on October 6, 1969, and accepted by the Highway Commission on December 1, 1969.

Final payment in the amount of $4,440.99 will be released to the contractor after December 8, 1969. The total contract amount is $29,033.49 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc General Ins. Co. of America
4347 Brooklyn Avenue
Seattle, Washington 98105

N. A. Toole Constr. Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

13-8321
7242

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Burns Rock Production	WEEK ENDING: Nov. 1, 1969	SECTION PREFIX 13-8321
HIGHWAY Central Oregon, Steens & john Day - Burns	COUNTY Harney	
NAME OF JOB Burns Rock Production Project	KIND OF WORK Rock Production	
CONTRACTOR N. A. Toole Construction Co.	CONTRACT NUMBER 7242	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 22, 1969	DATE WORK STARTED Sept. 22, 1969	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 29,941.75	SPECIFIED COMPLETION DATE Oct. 1, 1969	PERCENT OF TIME ELAPSED 104
EXCLUSIVE OF ENGINEERING: $ 27,326.75	ENGINEERING AUTHORIZATION $ 2,615 Cost for week 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,283.49	ENGINEERING COST TO DATE $ 1,975	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED PERCENT OVERRUN 7 %	PERCENT OF AUTHORIZATION 76 %	DATE PROJECT WAS COMPLETED: Oct. 6, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,099.47		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,099.47		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
[illegible]
[illegible]
Bond
Walker
[illegible]
Johnsen
P[illegible]
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 3 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate and supporting data was submitted to division office 10/28/69.

This is the concluding weekly report for this project.

SIGNED L. C. Johnson LOCATION Burns
L. C. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 19 1969
FOR FILES
13-8321
1242

June 18, 1969

N. A. Toole Construction Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7242 for the Burns Rock Production Project on the Central Oregon, Steens, and John Day-Burns Highways in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr

Enclosure

cc: General Insurance Co. of America, Portland and Seattle
D. J. Barbee
F. D. Morgan
I. D. Merchant
H. S. Coulter
P. F. Burnett

C

RECEIVED
MAY 15 1969

13-8321

7242

May 15, 1969

N. A. Toole Construction Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

Enclosed are three copies of Contract No. 7242 for $26,150 awarded to you by the State Highway Commission on April 22, 1969. This contract is for the Burns Rock Production Project on the Central Oregon, Steens and John Day-Burns Highways in Harney County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
P. F. Burnett
A. F. Parson

15-8327 Ashland-Siskiyou Rock Production 1969
Project, Pacific Highway
#7243

RECEIVED
DEC 1 - 1969
FOR FILING

15-8327

7243

December 1, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 24, 1969, on Contract No. 7243. The contract was with B. S. B. Cinder Company and was for rock production on the Ashland-Siskiyou Rock Production Project Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

RECEIVED
DEC 2 - 1969
FOR FILING

15-8327
7243

December 1, 1969

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7243 awarded to B.S.B. Cinder Company for the Ashland-Siskiyou Rock Production Project on the Pacific Highway in Jackson County was completed on October 24, 1969, and accepted by the Highway Commission on December 1, 1969.

Final payment in the amount of $5,200 will be released to the contractor after December 8, 1969. The total contract amount is $102,536.32 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc B.S.B. Cinder Co.
Route 1, Box 962
Montague, California 96064

Frank Morgan
Ivar Merchant
V. E. Skoog
  Attn: John Kerr
C. T. Keasey

15-8327
7243

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ashland - Siskiyou Rock Production

WEEK ENDING: November 8, 1969

SECTION PREFIX: 15-8327

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Ashland - Siskiyou Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: B. S. B. Cinder Company

CONTRACT NUMBER: 7243

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: May 26, 1969

~~[illegible]~~ COMPLETION DATE: October 24, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

WORK DAYS USED

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: October 6, 1969

PERCENT OF TIME ELAPSED: 114

PROJECT AUTHORIZATION: $ 119,856.00

EXCLUSIVE OF ENGINEERING: $ 110,352.00

ENGINEERING AUTHORIZATION: $ 9,504.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 102,536.32

ENGINEERING COST TO DATE: $ 3,540.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 6.7 %

PERCENT OF AUTHORIZATION . . . . . 37 %

DATE PROJECT WAS COMPLETED: October 24, 1969

Semi-final estimate submitted 11/7/69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			33,000		
TOTAL QUANTITIES CORRECTED TO DATE			32,605		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			32,605		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy - rain			
WEDNESDAY	Cloudy			
THURSDAY	Clear			
FRIDAY	Cloudy			
SATURDAY	Showers			

Routing

Morgan M
Decker
Bond
Walker W
Boehme
Johnsen

Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 10 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Semi-final estimate submitted on Friday of this week.

This is the final weekly report.

By: Earl C. Purdy
Asst. Res. Engr.
for
SIGNED B. E. Brown LOCATION Medford
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 26 1969

FOR FILING

15-8327

7243

#11

August 25, 1969

B.S.B. Cinder Company
Route 1, Box 562
Montague, California 96064

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an extension of the specified completion date to October 20, 1969, on Contract No. 7243 for the Ashland-Siskiyou Rock Production Project on the Pacific Highway in Jackson County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission advanced the specified completion date to October 6, 1969.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
cc F. D. Morgan
I. D. Merchant
V. E. Skoog
C. T. Keasey
Bill Brown

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7243 Contractor B. S. B. Cinder Co.

Highway Pacific

Section Ashland-Siskiyou Rock Production Project

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Delay of 25 days from date bids were received until contract was mailed for execution justifies an extension of 5 calendar days.

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7243

Project designation State
State-Federal

Date awarded 4-22-69

Work started 5-26-69

Per cent completed 36% 8-9-69
Date

Specified Completion Date Oct.1,1969

XXXXXXXXXXXXXX

Request Extension to: October 6, 1969

~~No. of Added Workdays Requested~~

E-330 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 1, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10/1/69 days to 10/20/69 days, within which to complete our Contract No. 7243, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Failure on the part of the State of Oregon to provide duly executed contract within the specified time. RE: General Special Provisions; page (d); paragraph (c).

Respectfully submitted,

B.S.B. Cinder Company
B.S.B. Cinder Company
Contractor

By Joseph S. Barbara
Joseph S. Barbara

CONSENT OF SURETY

Date *August 1*, 19*69*

We, *United Pacific Insurance Company, Post Office Box 1788,*
Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Don Stathos
Attorney-in-fact
Don Stathos

(SEAL)

Resident Agent

UNITED PACIFIC INSURANCE COMPANY
A MEMBER OF UNITED PACIFIC INSURANCE GROUP
HOME OFFICE: TACOMA, WASHINGTON 98401
FIDELITY AND SURETY DEPARTMENT

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That the UNITED PACIFIC INSURANCE COMPANY, a corporation of the State of Washington, having its principal offices in the city of Tacoma, Washington, pursuant to authority granted by By-Law No. 37-A of its By-Laws, which reads as follows:

"The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President of this Corporation, shall have authority to appoint in writing such attorneys-in-fact as the business of the Company may require, and to authorize such attorneys-in-fact, and each of them, to execute on behalf of the Company, any bonds, recognizances, stipulations, contracts of indemnity and other undertakings of like character, or to exercise any lesser number of said powers as hereinbefore set forth.

"Said appointments shall be attested by the Secretary or an Assistant Secretary of this Corporation under its seal. The signature of the Secretary or any Assistant Secretary to certified copies of such powers of attorney may be original or facsimile, and when the corporate seal is affixed thereto, any third party may rely on said certified copies of powers of attorney as the act and deed of this Corporation. The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President may revoke any appointment made pursuant hereto, and revoke any and all authority conferred by any such appointment."

does hereby nominate, constitute and appoint DON STATHOS of MEDFORD, OREGON

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed,

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP.

The execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Tacoma, Washington, in their own proper persons.

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 29th day of November, 19 61.

UNITED PACIFIC INSURANCE COMPANY

Attest: s/ RUTH ENSTONE
Assistant Secretary

By s/ MORRIS E. BROWN (SEAL)
Vice-President

STATE OF WASHINGTON
County of PIERCE } ss.

On this 29th day of November, 19 61, personally appeared MORRIS E. BROWN and RUTH ENSTONE, to me known to be the Vice-President and Assistant Secretary, respectively, of UNITED PACIFIC INSURANCE COMPANY, and acknowledged that they executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that By-Law No. 37-A, set forth therein, is still in full force.

Witness my hand and seal hereto affixed the day and year first above written.

My Commission Expires January 18, 19 73.

s/ S. W. HOPKINS
Notary Public in and for the State of Washington
Residing at Tacoma

STATE OF WASHINGTON
County of PIERCE } ss.

I, GERRY L. WHITE Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the foregoing instrument is a true copy of a Power of Attorney duly and regularly issued by said Company, and that the same is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of TACOMA

this 1st day of August, 19 69

Gerry L. White (SEAL)
Assistant Secretary

B-1027A General — Power of Attorney Rev. 11-66

RECEIVED
AUG 15 1969

15-8327
7243

August 14, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 11
August 19, 1969 meeting

B. S. B. Cinder Company, contractor on the Ashland-Siskiyou Section of the Pacific Highway (I-5) in Jackson County, Contract No. 7243, requests an extension of the specified completion date from October 1 to October 20, 1969. The contractor's request is based on a delay in submitting the contract and bond to the contractor for execution.

This project was one of an exceptionally large number for which bids were received April 17 and 18, 1969. There was a 25-day interval between the date bids were received on this rock production job and the date the contract and bond were mailed to the contractor for execution. The contract specifications allow this as a justifiable reason for a five-day time extension. This is a State project and does not require Bureau approval.

I recommend that the specified completion date be advanced to October 6, 1969, which is the estimated completion date for this project.

This matter will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
C. T. Keasey

JAB/DES:fw sr

RECEIVED
JUL 1 - 1969
FOR FIL

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

15-[illegible]
7543

June 27, 1969

B.S.B. Cinder Company
Route 1, Box 562
Montague, California 96064

NOTED
R. L. PORTER

Gentlemen:

We are enclosing our warrant for $2,160 for the first progress payment on the Ashland-Siskiyou Rock Production Project.

In reviewing the supporting documents on this payment, we found the Public Works Contractor Wage Certification listed a minimum rate of $3.25 per hour paid for truck drivers. This is well below the amount specified in the contract.

Section 7, Article 7-5, of the Oregon State Highway Department Standard Specifications for Highway Construction states in part "...Before payment is made by or on behalf of the State or any sum or sums due under the contract, the contractor or his surety and every subcontractor or his surety shall submit a statement in writing in a form prescribed by the State Labor Commissioner certifying under oath the hourly rate of wage paid each classification of workman employed by him upon the work under the contract, and further certifying that no workman employed by him upon said work has been paid less than the prevailing rate or wages or less than the minimum hourly rate of wage specified in the contract..."

To insure that the contract requirements related to the above section are complied with, we will require certified copies of your payrolls covering the same period as the Progress Estimate No. 1. We will not release any retainage or process any additional estimates until this matter has been resolved.

Very truly yours,

ORIGINAL SIGNED BY
V. E. SKOOG
V. E. Skoog
Controller

cc: R. L. Porter ✓
E. S. Hunter
F. D. Morgan
G. E. Rohde
C. T. Keasey
Earl Purdy
Clare Palmer

VES:bg
Enclosure

RECEIVED
JUN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1969

15-8327
7243

June 17, 1969

Mr. V. C. Ramatici
Assistant Manager
Bank of America
200 South Broadway
Yreka, California 96097

Dear Mr. Ramatici:

Your letter of June 11 addressed to the Accounting Division concerning an assignment by B.S.B. Cinder Co. on Contract No. 7243 has been referred to this office.

As you may know, all of our contracts are covered by a 100 percent labor, materials and performance bond. The bond for this contract was furnished by United Pacific Insurance Company through Don Stathos Insurance, Inc., 1005 E. Main, Medford, Oregon 97501.

It is our long established custom based on the advice of our Chief Counsel that we do not make assignments of payments on a contract unless the assignment has been approved in writing by the surety.

Attached are copies of an assignment form that we use. If you wish to use this form, you may do so and return one copy of the assignment signed by the contractor and accompanied by the written consent of the surety company.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
6-18-69
CR

FQ:er
Att.

bc: V. E. Skoog
United Pacific Insurance Company, Portland and Tacoma
Don Stathos Insurance, Inc.

Cable Address — BANKAMERICA

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION

YREKA BRANCH • 200 SOUTH BROADWAY • YREKA, CALIFORNIA 96097

June 11, 1969

Oregon State Highway Dept.
Accounting Division
State Highway Building
Salem, Oregon

Subject: B S B RANCH & CINDER COMPANY
Your Contract No. 7243

Gentlemen:

Enclosed please find the original and one copy of our Form N-469X, Security Agreement, relating to the above subject contract.

Will you please date and sign the copy of the Agreement, and return it for our file. The original is to be retained in your records.

If you have any questions relating to this assignment of contract proceeds, please feel free to contact us.

Yours very truly,

V. C. Ramatici
V. C. RAMATICI
Asst. Manager

rh
Enclosures

SECURITY AGREEMENT

(Assi ent of Accounts and Contract Rights—Sp c)

FOR VALUE RECEIVED, the undersigned B S B RANCH & CINDER COMPANY hereinafter called Debtor, hereby assigns and transfers to BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION, a national banking association, hereinafter called Secured Party, all moneys and rights to payment now due or which may hereafter become due from the Oregon State Highway Department ______ for goods sold or to be sold or leased or to be leased or for services rendered or to be rendered or for any other consideration, whether earned or yet to be earned by performance, under each of the following described contracts or purchase orders:

NUMBER	DATE	AMOUNT
7243	4-22-69	$105,600.00

together with all proceeds thereof, as security for the payment of all debts, obligations, and liabilities now or hereafter existing, absolute or contingent, of Debtor, or any one or more of them, to Secured Party.

Debtor hereby constitutes and appoints Secured Party its true, lawful and irrevocable attorney to demand, receive and enforce payments and to give receipts, releases, satisfactions for and to sue for all moneys payable to the Debtor and this may be done either in the name of the Debtor or in the name of Secured Party with the same force and effect as the Debtor could do if this Security Agreement had not been made. Any and all moneys or payments which may be received by the Debtor to which Secured Party is entitled under and by reason of this Security Agreement will be received by Debtor as trustee for the Secured Party, and will be immediately delivered in kind to Secured Party without commingling. Debtor hereby represents and warrants to Secured Party that the accounts or contract rights above assigned have not heretofore been alienated or assigned.

This Security Agreement shall remain in full force and effect until its release and termination in writing by the Secured Party. Notice of this Agreement may be given at the option of the Secured Party. That the general nature of the business out of which such accounts and contract rights arise or are to arise is to provide cinders for use by the Oregon Highway Department, and such business is or will be carried on at Rt. 1, Box 562, Montague (96064), California.

IN WITNESS WHEREOF, the Debtor has caused its name to be subscribed hereto this 5th day of June, 1969.

B S B RANCH & CINDER COMPANY

By Joseph S Barbosa, Partner
(Title)

State Highway Department
Accounting Division
State Highway Building
Salem, Oregon
(Name and Address of Payor under Contracts or Purchase Orders or Otherwise)

PLEASE TAKE NOTICE that a security interest has been granted in the rights to payments arising from the above referred to contracts, purchase orders or otherwise, and such rights have been assigned to the undersigned. Payments thereunder should be made to the undersigned at its branch address as indicated below.

Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the addressee.

Yours very truly,

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION

By V C Ramatici
Assistant ~~Cashier~~-Manager

Yreka
BRANCH
P. O. Box 9, Yreka, California 96097
ADDRESS

RECEIPT is hereby acknowledged of the above notice and copy of the above mentioned Security Agreement. No previous assignment or claims against the above described accounts or contract rights have been received.

This notice and copy received ______, 19__

FOR VALUE RECEIVED, the undersigned B S B RANCH & CINDER COMPANY hereinafter called Debtor, hereby assigns and transfers to BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION, a national banking association, hereinafter called Secured Party, all moneys and rights to payment now due or which may hereafter become due from the Oregon State Highway Department

for goods sold or to be sold or leased or to be leased or for services rendered or to be rendered or for any other consideration, whether earned or yet to be earned by performance, under each of the following described contracts or purchase orders:

NUMBER	DATE	AMOUNT
7243	4-22-69	$105,600.00

together with all proceeds thereof, as security for the payment of all debts, obligations, and liabilities now or hereafter existing, absolute or contingent, of Debtor, or any one or more of them, to Secured Party.

Debtor hereby constitutes and appoints Secured Party its true, lawful and irrevocable attorney to demand, receive and enforce payments and to give receipts, releases, satisfactions for and to sue for all moneys payable to the Debtor and this may be done either in the name of the Debtor or in the name of Secured Party with the same force and effect as the Debtor could do if this Security Agreement had not been made. Any and all moneys or payments which may be received by the Debtor to which Secured Party is entitled under and by reason of this Security Agreement will be received by Debtor as trustee for the Secured Party, and will be immediately delivered in kind to Secured Party without commingling. Debtor hereby represents and warrants to Secured Party that the accounts or contract rights above assigned have not heretofore been alienated or assigned.

This Security Agreement shall remain in full force and effect until its release and termination in writing by the Secured Party. Notice of this Agreement may be given at the option of the Secured Party. That the general nature of the business out of which such accounts and contract rights arise or are to arise is to provide cinders for use by the Oregon Highway Department, and such business is or will be carried on at Rt. 1, Box 562, xxxxx Montague (96064), California.

IN WITNESS WHEREOF, the Debtor has caused its name to be subscribed hereto this 5th day of June, 1969.

B S B RANCH & CINDER COMPANY

By Joseph S Barbosa, Partner
(Title)

State Highway Department
Accounting Division
State Highway Building
Salem, Oregon
(Name and Address of Payor under Contracts or Purchase Orders or Otherwise)

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Yours very truly,

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION

By V. C. Ramatici
Assistant ~~Cashier~~-Manager

Yreka
BRANCH
P. O. Box 9, Yreka, California 96097
ADDRESS

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This notice and copy received ____________, 19__.

____

By ____________________
(Title)

N-469X 1-66 (REV.)

SECURITY AGREEMENT
(Assig nt of Accounts and Contract Rights—Sp c)

FOR VALUE RECEIVED, the undersigned **B S B RANCH & CINDER COMPANY**, hereinafter called Debtor, hereby assigns and transfers to BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION, a national banking association, hereinafter called Secured Party, all moneys and rights to payment now due or which may hereafter become due from the Oregon State Highway Department for goods sold or to be sold or leased or to be leased or for services rendered or to be rendered or for any other consideration, whether earned or yet to be earned by performance, under each of the following described contracts or purchase orders:

NUMBER	DATE	AMOUNT
7243	4-22-69	$105,600.00

together with all proceeds thereof, as security for the payment of all debts, obligations, and liabilities now or hereafter existing, absolute or contingent, of Debtor, or any one or more of them, to Secured Party.

Debtor hereby constitutes and appoints Secured Party its true, lawful and irrevocable attorney to demand, receive and enforce payments and to give receipts, releases, satisfactions for and to sue for all moneys payable to the Debtor and this may be done either in the name of the Debtor or in the name of Secured Party with the same force and effect as the Debtor could do if this Security Agreement had not been made. Any and all moneys or payments which may be received by the Debtor to which Secured Party is entitled under and by reason of this Security Agreement will be received by Debtor as trustee for the Secured Party, and will be immediately delivered in kind to Secured Party without commingling. Debtor hereby represents and warrants to Secured Party that the accounts or contract rights above assigned have not heretofore been alienated or assigned.

This Security Agreement shall remain in full force and effect until its release and termination in writing by the Secured Party. Notice of this Agreement may be given at the option of the Secured Party. That the general nature of the business out of which such accounts and contract rights arise or are to arise is to provide cinders for use by the Oregon Highway Department, and such business is or will be carried on at Rt. 1, Box 562, xxxxx Montague (96064), California.

IN WITNESS WHEREOF, the Debtor has caused its name to be subscribed hereto this 5th day of June, 1969.

B S B RANCH & CINDER COMPANY

By Joseph S Barbara, Partner
(Title)

State Highway Department
Accounting Division
State Highway Building
Salem, Oregon
(Name and Address of Payor under Contracts or Purchase Orders or Otherwise)

PLEASE TAKE NOTICE that a security interest has been granted in the rights to payments arising from the above referred to contracts, purchase orders or otherwise, and such rights have been assigned to the undersigned. Payments thereunder should be made to the undersigned at its branch address as indicated below.

Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the addressee.

Yours very truly,

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION

By V. C. Ramatci
Assistant ~~Cashier~~-Manager

Yreka
BRANCH
P. O. Box 9, Yreka, California 96097
ADDRESS

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This notice and copy received ____________, 19__.

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NUMBER	DATE	AMOUNT
7243	4-22-69	$105,600.00

together with all proceeds thereof, as security for the payment of all debts, obligations, and liabilities now or hereafter existing, absolute or contingent, of Debtor, or any one or more of them, to Secured Party.

Debtor hereby constitutes and appoints Secured Party its true, lawful and irrevocable attorney to demand, receive and enforce payments and to give receipts, releases, satisfactions for and to sue for all moneys payable to the Debtor and this may be done either in the name of the Debtor or in the name of Secured Party with the same force and effect as the Debtor could do if this Security Agreement had not been made. Any and all moneys or payments which may be received by the Debtor to which Secured Party is entitled under and by reason of this Security Agreement will be received by Debtor as trustee for the Secured Party, and will be immediately delivered in kind to Secured Party without commingling. Debtor hereby represents and warrants to Secured Party that the accounts or contract rights above assigned have not heretofore been alienated or assigned.

This Security Agreement shall remain in full force and effect until its release and termination in writing by the Secured Party. Notice of this Agreement may be given at the option of the Secured Party. That the general nature of the business out of which such accounts and contract rights arise or are to arise is **to provide cinders for use by the Oregon Highway Department**, and such business is or will be carried on at **Rt. 1, Box 562, ~~xxxxx~~ Montague (96064)**, California.

IN WITNESS WHEREOF, the Debtor has caused its name to be subscribed hereto this **5th** day of **June**, 19**69**.

B S B RANCH & CINDER COMPANY

By Joseph S Barbosa, Partner
(Title)

State Highway Department
Accounting Division
State Highway Building
Salem, Oregon
(Name and Address of Payor under Contracts or Purchase Orders or Otherwise)

PLEASE TAKE NOTICE that a security interest has been granted in the rights to payments arising from the above referred to contracts, purchase orders or otherwise, and such rights have been assigned to the undersigned. Payments thereunder should be made to the undersigned at its branch address as indicated below.

Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the addressee.

Yours very truly,

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION

By V C Ramatici
Assistant ~~Cashier~~-Manager

Yreka
BRANCH
P. O. Box 9, Yreka, California 96097
ADDRESS

RECEIPT is hereby acknowledged of the above notice and copy of the above mentioned Security Agreement. No previous assignment or claims against the above described accounts or contract rights have been received.

This notice and copy received ______________, 19__.

____

By ______________________
(Title)

N-489X 1-68 (REV.)

RECEIVED
JUN 5 - 1969
FOR FILES

15-8327
[illegible]

June 4, 1969

B.S.B. Cinder Co.
Route 1, Box 562
Montague, California 96064

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7243 for the Ashland-Siskiyou Rock Production Project on the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Don Stathos Insurance, Inc.
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
B. E. Brown

RECEIVED
MAY 13 1969

15-8327

7243

May 13, 1969

B.S.B. Cinder Co.
Route 1, Box 562
Montague, California 96064

Gentlemen:

Enclosed are three copies of Contract No. 7243 for $105,600 awarded to you by the State Highway Commission on April 22, 1969. This contract is for the Ashland-Siskiyou Rock Production Project on the Pacific Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
B. E. Brown
C. T. Keasey

18-8338 Jackson Co. Line-Klamath River 1969
Rock Production Proj., Green Springs
#7244 Hwy., W. of Klamath Falls

RECEIVED
OCT 21 1969
FOR FILING

18-8338
7244

October 21, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7244 awarded to M. C. Lininger and Sons, Inc., for rock production on the Jackson County Line-Klamath River Section of the Green Springs Highway in Klamath County was completed on September 12, 1969, and accepted by the Highway Commission on October 20, 1969.

Final payment in the amount of $3,246 will be released to the contractor after October 28, 1969. The total contract amount is $62,155.02 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
OCT 21 1969
FOR FILING

18-8338
7244

October 20, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 12, 1969, on Contract No. 7244. The contract was with M. C. Lininger & Sons, Inc., and was for rock production on the Jackson County Line-Klamath River Section of the Green Springs Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 20, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

18-8338
7244

C

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jackson County Line - Klamath River

WEEK ENDING: September 27, 1969

SECTION PREFIX: 18-8338

HIGHWAY: Green Springs

COUNTY: Klamath

NAME OF JOB: Jackson County Line - Klamath River

KIND OF WORK: Rock Production

CONTRACTOR: M. C. Lininger & Sons, Inc.

CONTRACT NUMBER: 7244

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: July 29, 1969

XXXXXXX COMPLETION DATE: September 12, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 15, 1969

PERCENT OF TIME ELAPSED: 126

PROJECT AUTHORIZATION: $74,333.40

EXCLUSIVE OF ENGINEERING: $67,841.40

ENGINEERING AUTHORIZATION: $6,492.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $62,155.02

ENGINEERING COST TO DATE: $4,280.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT XXXXXXX UNDERRUN: 8 %

PERCENT OF AUTHORIZATION: 66 %

DATE PROJECT WAS COMPLETED: September 12, 1969

Semi-final estimate submitted to Div. Off. 9/26/69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000		
TOTAL QUANTITIES CORRECTED TO DATE			14,846		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,846		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Clear			
FRIDAY	Cloudy			
SATURDAY	Partly Cloudy			

Routing
Morgan — Pease
Decker — Swan
Bond — Glenn
Walker — Litchfield
Boehme — Gallagher
Johnson — Stein

RECEIVED
SEP 2[illegible]
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project complete.
TUESDAY	Project complete.
WEDNESDAY	Project complete.
THURSDAY	Project complete.
FRIDAY	Project complete.
SATURDAY	

REMARKS

Project complete. Semi-final submitted to the Division Office Friday of this week. This is the final Weekly Report.

By Earl C. [illegible]

SIGNED for B. E. Brown
Resident Engineer

LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F218

RECEIVED
MAY 29 1969
FOR FILE

18-[illegible]338

7244

May 29, 1969

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7244 for rock production on the Jackson County Line-Klamath River Section of the Green Springs Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ur
Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Hansen & Rowland, Inc.
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
B. E. Brown

RECEIVED
MAY 14 1969
FOR FILE

18-8338
7244

May 13, 1969

H. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7244 for $64,920 awarded to you by the State Highway Commission on April 22, 1969. This contract is for rock production on the Jackson County Line-Klamath River Section of the Green Springs Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 15, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
B. E. Brown
C. T. Keasey

22-8311 Santiam Rock Production Project 1969
on 4 highways near Santiam Jct.,
#7246 W. of Burns

NOV 6 1969

22-8311
7246

November 6, 1969

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7246 awarded to F. H. McEwen Construction Co. for the Santiam Rock Production Project on the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties was completed on July 28, 1969, and accepted by the Highway Commission on November 5, 1969.

Final payment in the amount of $25,715.75 will be released to the contractor after November 13, 1969. The total contract amount is $147,361.75 including $3,062.71 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

cc: F. H. McEwen Construction Co.
Route 7, Box 97A
Eugene, Oregon 97405

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey
J. F. Putnam
R. D. Asburry

RECEIVED
NOV 6 - 1969

22-8311
7246

November 5, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 28, 1969, on Contract No. 7246. The contract was with F. E. McEwen Construction Company and was for rock production on the Santiam Rock Production Project Section of the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 5, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

22-8311
7246

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Santiam Rock Production Project		WEEK ENDING: Sept. 6, 1969
		SECTION PREFIX 22-8311
	HIGHWAY Santiam, N. Santiam, Clear Lake & McKenzie	COUNTY Linn, Lane & Marion
NAME OF JOB Santiam Rock Production Project	KIND OF WORK Rock Production	
CONTRACTOR F. H. McEwen Const. Co.	CONTRACT NUMBER 7246	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 22, 1969	DATE WORK STARTED June 3, 1969	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $159,898.80	SPECIFIED COMPLETION DATE August 31, 1969	PERCENT OF TIME ELAPSED N/A
EXCLUSIVE OF ENGINEERING: $147,219.60	ENGINEERING AUTHORIZATION $12,030.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $145,112.88	ENGINEERING COST TO DATE $6,030.00 This Week 105.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN Tot. Auth. 5.2%	PERCENT OF AUTHORIZATION 48 %	DATE PROJECT WAS COMPLETED: 7/28/69;

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			N/A		
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			50,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			48,270		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			48,270		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Mor
Decker
Bond
Walker
Boehme
Johnsen
Litchfield
Gallagher
Stein

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Division Office Friday, Sept. 5, 1969

* * * * FINAL REPORT * * * *

SIGNED R H Clark LOCATION Bend
R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 28 1969
FOR FILING

22-S311

7246

May 27, 1969

F. H. McEwen Construction Co.
Route 7, Box 974
Eugene, Oregon 97405

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7246 for the Santiam Rock Production Project on the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Tromp-McKinley-McCracken Insurance
D. J. Barbee
F. D. Morgan
I. D. Merchant
J. F. Putnam
C. T. Keasey
R. D. Asburry
R. H. Clark

RECEIVED
MAY 9 - 1969
FOR FILING

22-8311
7246

May 9, 1969

F. E. McEwen Construction Co.
Route 7, Box 97A
Eugene, Oregon 97405

Dear Mr. McEwen:

Enclosed are three copies of Contract No. 7246 for $140,880 awarded to you by the State Highway Commission on April 22, 1969. This contract is for the Santiam Rock Production Project on the Santiam, North Santiam, Clear Lake, and McKenzie Highways in Linn, Lane, and Marion Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
R. H. Clark
R. D. Asburry
C. T. Keasey

26-1183 Harbor Drive Section, of 1969
Pacific Hwy., W., in Portland
#7247 (Building demolition)

C4M 3560

RECEIVED
APR 29 1970
FOR FILE:

36-1183
7247

April 29, 1970

Highlands Insurance Company
400 Jefferson Building
Houston, Texas 77002

Gentlemen:

A post-final payment for $1,200.00 will be made to Atlas Building Wreckers & Terminal Transfer, Inc., on Contract No. 7247 for demolition of the Journal Building on Harbor Drive on the Pacific Highway West in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $134,470.00 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or

cc: Atlas Building Wreckers & Terminal Transfer, Inc.
Marsh & McLennan, D. K. MacDonald & Co., Inc.

F. D. Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
JUN 2 - 1970

FOR FILING

26-1153

7247

#5

April 28, 1970

Atlas Building Wreckers
and Terminal Transfer, Inc.
2035 N. Willamette
Portland, Oregon 97217

Gentlemen:

The State Highway Commission at its meeting on April 21, 1970, considered your request for a time extension of 46 days on Contract No. 7247 for the Journal Building demolition on Harbor Drive (Pacific Highway West) in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 12-day extension of time, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc F. D. Morgan
V. E. Skoog
A. E. Johnson
James Don

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7247 Contractor Atlas Building Wreckers & Terminal Transfer, Inc.

Highway Pacific Highway East

Section Harbor Drive

Kind of Work Building Demolition

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 12 days extension for high water at disposal area in January and delay attributed to late plan change at building site in Febm ary.

Recommended for Approval:

A. E. Johnson
Division Engineer

A. Bond
for Construction Engineer ~~or~~
~~Bridge Engineer~~

F B Klaboe
Assistant State Highway Engineer

Contract No.	7247
Project designation (State-Federal)	State
Date awarded	April 28, 1969
Work started	June 5, 1969
Per cent completed	100% Date 2/20/70
No. of Workdays Allowed	253
No. of Workdays Used	299
No. of Added Workdays Requested	46

State Printing 27939

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 10, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 29,69 days to 2/20/70 days, within which to complete our Contract No. 7247, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: High water on Willamette River prevented us from hauling our surplus material to the fill site from January 20, to January 30th inclusive. Also rain prevented us from pouring our sidewalks from February 12, to February 17th. Also due to delay in starting project we feel we lost at least 15 calender days because of being forced to work an extra 60 days under extremely bad weather conditions. Lastbut not least due to changes in plans for use of this property, we do not feel that the Highway Department has suffered any monetary loss due to this project running overtime, so would like to request that we be forgiven any and all overtime days on this project.

Respectfully submitted,

Atlas Building Wreckers
Contractor

By Walter Lowe

CONSENT OF SURETY

Date March 18, 1970

We, HIGHLANDS INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert A. Oppelt
Robert A. Oppelt, Attorney-in-fact

(SEAL)

Resident Agent

MARSH & McLENNAN, INC. OF CALIFORNIA
SOUTHERN DIVISION
INSURANCE
3663 WEST SIXTH STREET • LOS ANGELES 90005
AREA CODE 213 PHONE 381-3282

TO

Oregon State Highway Department
Attention Mr. James Don
5821 N.E. Glisan Street
Portland, Oregon 97213

COPY TO

Marsh & McLennan-D.K. MacDonald
Attention Mr. Earl C. True
902 Standard Plaza
Portland, Oregon 97204

Policy Number and Company	Subject	Date
901252 - HIGHLANDS INSURANCE COMPANY	DEMOLITION OF OLD JOURNAL BLDG.	3-18-70

ACTION REQUESTED

☐ Complete/Sign & Return
☐ For Your Use, or Information
☐ For Your File
☐

ENCLOSURES

☐ Certificate of Insurance
☐ Payroll Report Form
☐ Application for Bond
☐ Safe Driver Report Form

☐ Lost Policy Release
☐ Forms to Report Loss/Accident
☒ Extension Request and
☐ Consent of Surety

Remarks:

Sincerely yours,

Pamela L. Jordan

PAMELA L. JORDAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1970

SUBJECT: Journal Building Demolition
Contract No. 7247

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith another request for extension of time from Atlas Building Wreckers. Earlier requests were considered by the Highway Commission at their November 18, 1969 and February 3, 1970 meetings. Extensions granted resulted in a new specified completion date of January 5, 1970 (original specified completion date was October 10, 1969). The project was actually completed February 20, 1970 and now stands with 46 days liquidated damages amounting to $4,600. The contractor cites the following reasons for further extension:

1. High water in the Willamette River preventing work at the disposal site; January 20 to January 30.
2. Rain preventing pouring of sidewalk; February 12 to 17.
3. Effect of bad weather conditions during winter period following the earlier delays.
4. No actual monetary loss to the Highway Department because of the late completion.

The field recommendations on this request are attached. You will note the Resident Engineer recommends a minimum of 25 days and the Metro office a minimum of 9 days. Copies of the activities side of the last five weekly reports are also attached.

1. Significant activity was in progress at the building site during the high water period. Two shifts were worked through January 22 (a Thursday). Haul to Marine Park resumed on January 30. The single shift activity at the building site during this time was mostly for breaking down concrete into smaller sizes for hauling and sorting for steel salvage. Apparently hauling could have progressed concurrently with this if the high water had not interfered. We recommend extension for January 26 through 29 plus a pro-rated share of the following weekend or a total of 6 days because of the high water interference.

2. The weather for the week ending February 13 was apparently fairly good. Rain is not even mentioned on the weekly report. Presumably, the walk work could have been done during that week.

3. The effect of bad days for good is impossible to measure on this type of work. The bids were opened April 18, 1969. The effect of fewer daylight hours in the winter may be more pertinent than just the seasonally colder and wetter weather. On the other hand, the contractor offers no credit for the offsetting effect of our having deleted a significant part of the contract work (6.8 percent of the money value) by Price Agreement No. 1. At this point, I think we could reasonably argue that these offset each other.

4. As for there being no monetary loss, we note that the engineering cost did come very close to the allowed authorization (it overran less than $100). Reports indicate about $1,600 engineering incurred after the extended completion date of January 5. There was some minor intermittent interference to traffic (Front Avenue and Harbor Drive) until the complete detouring of southbound Harbor Drive late in the project.

Another apparently valid reason for extension not included by the contractor concerns the period from February 6 through 11. During this time, we started to lay out the surface drainage facilities and then on about February 10, the City requested a change of plan to delete the paving (and the related drainage). There was no activity on the project at all February 9 through 11. A meeting with the contractor on February 11 resolved this change and clarified the work still to be done under the contract. I recommend 6 days extension for this late plan change delay.

We therefore recommend an additional 12-day extension which will delete $1,200 liquidated damages leaving 34 days and $3,400 in effect. This was a State project. Attached is a rough draft letter to the Highway Commission.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
APR 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-90 (REV. 10-69)

Routing
Morgan
Bond
Walker
Johnson

Pease ✓
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAR 25 1970
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24, 1970

SUBJECT: Journal Bldg. Demolition
Pacific Highway West
Contract 7247

To: Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. John Bond

Transmitted is a request from Mr. Walter Lowe of Atlas Construction Company for an extension of time on contract 7247. Mr. Lowe is requesting an extension of time to the final completion date of February 20, 1970. This has the obvious advantage of not costing Atlas Building Wreckers any liquidating damages.

In previous time extension requests all reasons for possible time extension were considered up to January 12, 1970. The contractor could not haul rubble to Powers Marine Park due to high water from January 20 to January 29. However, he was double-shifting on the demolition of the building on January 20, 21 and 22. It would be reasonable to allow seven days during this period. Thus:

Our field crew used February 5 and February 6 to obtain the information needed to lay out the drainage for the building site. These two days should be considered for time extension as we were holding up the contractor. I do not feel that the week-end, February 7 and 8, should be considered for time extension as the contractor would not normally work these days anyhow.

The contractor was ready to pour the sidewalk on Front Avenue on February 12, 1970. He was unable to pour this walk until February 16, 1970, due to rainy weather. He could be given a time extension of four days if rainy weather is sufficient justification.

Based on my review I would recommend a minimum of nine additional days' time extension and a maximum of thirteen days.

By deleting a part of the contract work Mr. Lowe was relieved of further liquidating charges. I am sure that working in bad weather reduced the efficiency of the demolition work. Much of this could have been avoided by a little more effort during the good weather last summer.

A. E. Johnson
Metropolitan Engineer
by
J H Versteeg
J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
Enc
cc: James Don

SP*52675-754

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portlad, Oregon 97213
March 23, 1970

SUBJECT: Journal Building Demolition
Pacific Highway ~~East~~ West
Contract No. 7247

To: Mr. A. E. Johnson
Metropolitan Engineer
O F F I C E

Herewith are copies of a request for an extension of time on Contract No. 7247 by Atlas Building Wreckers and Terminal Transfer, Inc.

The first extension of time extended the completion date to December 3, 1969. The second extension was granted making the completion date January 5, 1970.

Mr. Lowe of Atlas Building Wreckers requested from the City Traffic a closure of southbound Harbor Drive for the removal of the easterly wall of the building. He was told this procedure would have to be covered by a City Ordinance plus permission of the Highway Department. The ordinance No. 129306 was passed granting permission to close southbound Harbor Drive between 6:30 PM and 6:00 AM starting January 12, 1970, thus making seven days he would be held up on this wall. January 30, 1970 Mr. Lowe requested an additional ten days extension between January 20, 1970 and January 30, 1970 at which time he was unable to haul his excess concrete to Powers Marine Park, as per specifications, due to high water in the Willamette River covering his haul road. February 5, 1970, sufficient materials were removed from the floor to allow cross-sections and profiles to be taken for laying out drainage facilities. This project was completed by February 9, 1970.

On February 10, a crew was hired to replace sidewalk along Front Avenue damaged by the Contractor. When the Contractor was ready to pour on February 12, it was raining. The men did not pour til the following Monday, February 16, because of finishing problems created by the rain.

The request suggests all other days necessary to complete the project be granted due to being unable to work at 100% efficiency because of the rain during January and February.

METROPOLITAN ENGINEER
RECEIVED
MAR 23 1970
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MCE ☐ MTE

I would recommend seven days, January 5 to January 12, for passage of City Ordinance No. 129306; 10 days, January 20 to January 30, due to high water; 4 days, February 5 to February 9, for drainage design; and 4 days, February 12 to February 16 because of rain on the finished concrete in sidewalks or a total of 25 days be granted without penalty. The remaining time based on efficiency of work during a rainy period may be considered and am sending this to you for further evaluation.

James Don
James Don
Resident Engineer

JD:pb

RECEIVED
APR 20 1970
FOR FILING

26-1183
7247

April 17, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 5
April 21, 1970 meeting

Atlas Building Wreckers and Terminal Transfer, Inc., has submitted a third request for time extension on the Journal Building demolition (Harbor Drive), Contract No. 7247, in Multnomah County. The contractor offers four new reasons for extension. Earlier requests based on other reasons were considered at your November 18, 1969, and February 3, 1970, meetings and extensions granted resulted in a new specified completion date of January 5, 1970.

The contractor now cites high water in the Willamette River which flooded the disposal area in the City's Marine Park in late January, rain in February preventing concrete placement for sidewalk repair, effect of substituting bad winter weather for completion because of earlier legitimate delays, and no actual monetary loss to the Highway Division because of the late completion. We believe only the first of these reasons, namely the high water in the disposal area, justifies extension.

Work was curtailed to a single shift for just cleaning and sorting rubble at the building site for the equivalent of six days in late January until the water receded at the disposal area, and a six-day extension for this reason is recommended. The sidewalk repair was a relatively minor item and sufficient good weather was available to do it had the contractor chosen. The effect of poor winter weather is extremely difficult to assess in work of this nature and we believe any such valid delay would be offset by the time represented by a significant part of the contract work for drainage and paving which was deleted from the contract. As for the alleged lack of monetary loss, we hold that the contract specifications clearly spell out the value of late completion as liquidated damages.

There is one further circumstance which justifies additional time extension arising from the City of Portland's request at a very late stage, when the building had been removed, to delete the paving and some of the associated details such as drainage facilities. Several days elapsed with no activity while the details of this plan change were worked out with all concerned. This late delay to the contractor's scheduling justifies an additional six-day extension.

I therefore recommend a total of a 12-day extension which will delete $1,200 in liquidated damages and will leave in effect 34 days with $3,400 liquidated damages assessed. This was a State project and was completed February 20, 1970.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
A. E. Johnson

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7247 Contractor Atlas Building Wreckers & Terminal Transfer, Inc.

Highway Pacific Highway East

Section Harbor Drive

Kind of Work Building Demolition

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 12 days extension for high water at disposal area in January and delay attributed to late plan change at building site in February.

Recommended for Approval:

A. E. Johnson
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

State Printing 27060

Contract No. 7247

Project designation State
State-Federal

Date awarded April 28, 1969

Work started June 5, 1969

Per cent completed 100% 2/20/70
Date

No. of Workdays Allowed 253

No. of Workdays Used 299

No. of Added Workdays Requested 46

E -320 (Rev.)—6M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 10, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 29,69 days to 2/20/70 days, within which to complete our Contract No. 7247, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: High water on Willamette River prevented us from hauling our surplus material to the fill site from January 20, to January 30th inclusive. Also rain prevented us from pouring our sidewalks from February 12, to February 17th. Also due to delay in starting project we feel we lost at least 15 calender days because of being forced to work an extra 60 days under extremely bad weather conditions. Lastbut not least due to changes in plans for use of this property, we do not feel that the Highway Department has suffered any monetary loss due to this project running overtime, so would like to request that we be forgiven any and all overtime days on this project.

Respectfully submitted,

Atlas Building Wreckers
Contractor

By Walter Lowe

CONSENT OF SURETY

Date March 18, 1970

We, HIGHLANDS INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert A. Oppelt
Robert A. Oppelt, Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
APR 20 1970
FOR FILING

26-1183

7247

April 17, 1970

Mr. Earl Bradfish
Public Affairs Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Bradfish:

Attached is a summary of the cost of the Journal Building demolition that is divided between State and City responsibility.

The figure I gave you by phone this morning was in error and this is the best estimate we have at the moment. I think it is quite accurate except for the liquidated damages which are under negotiation and which might be subject to litigation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
Att.
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. E. Johnson

RECEIVED
APR 21 1970

FOR FILING

26-1183

7247

PRELIMINARY SUMMARY OF PROJECT COST
HARBOR DRIVE SECTION
PACIFIC HIGHWAY
CONTRACT NO. 7247
JOURNAL BUILDING DEMOLITION

Value of Work Done:		STATE	CITY
Base Bid	$123,000.00	50% = $61,500.00	50% = $61,500.00
Plus Alt. "B"	25,000.00	-	100% = 25,000.00
	$148,000.00	$61,500.00	$86,500.00
Minus P.A. Credit for deleted work (part of base bid)	- 10,130.00	50% = 5,065.00	50% = 5,065.00
Gross Contract Payment	$137,870.00	$56,435.00 = 40.93%	$81,435.00 = 59.07%
Minus Credit for 34 days liquidated damages that will remain after pending 12 day extension	- 3,400.00	- 1,391.62	- 2,008.38
Net contract payment	$134,470.00	$55,043.38	$79,426.62
Plus Engineering (subject to some small additional late charges).	6,500.00 est.	2,660.45	3,839.55
NET PROJECT COST	$140,970.00	$57,703.83	$83,266.17 (approx.)

OSHD Construction Dept.
April 17, 1970

RECEIVED
MAR 28 1970
FOR FILING

26-1183
7247

March 23, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed February 20, 1970, on Contract No. 7247. The contract was with Atlas Building Wreckers and Terminal and was for building demolition on the Harbor Drive Section of the Pacific Highway West in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 23, 1970, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
A. E. Johnson

srb [illegible]

RECEIVED
MAR 24 1970

26-1183
7247

March 23, 1970

Highlands Insurance Company
400 Jefferson Building
Houston, Texas 77002

Gentlemen:

Contract No. 7247 awarded to Atlas Building Wreckers and Terminal Transfer, Inc., for building demolition on the Harbor Drive Section of the Pacific Highway West in Multnomah County was completed on February 20, 1970, and accepted by the Highway Commission on March 23, 1970.

Final payment in the amount of $30,254 will be released to the contractor after March 30, 1970. The total contract amount is $133,270 and no work was performed under force account.

There are no outstanding claims on file with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fsm

cc Atlas Building Wreckers
and Terminal Transfer, Inc.
2035 N. Willamette
Portland, Oregon 97217

Frank Morgan
Ivan Merchant
V. E. Skoog

Marsh and McLennan, D. K. MacDonald & Co., Inc.
Attn: John Herr
901 Standard Plaza Building
Portland, Oregon 97204

A. E. Johnson

RECEIVED
MAR 17 1970
FOR FILING

26-1183

7247

March 17, 1970

Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 92704

Attention: Mr. Charles L. Kobin

Gentlemen:

We have received a copy of your letter dated March 11, 1970, addressed to Mr. Clay Myers, Secretary of State, advising that your client's claim in the amount of $1,723.75 against Atlas Construction Building Wreckers has been paid in full.

This appears to be in connection with the Atlas Building Wreckers & Terminal Transfer, Inc., Contract No. 7247 for demolition of the Journal Building on Harbor Drive on the Pacific Highway West in Multnomah County.

This information is being noted in our records and we will advise the surety and principal contractor that the Vance Equipment Company claim has been paid in full.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cr
cc: Highlands Insurance Company
Marsh & McLennan, D. K. MacDonald & Co., Inc.
Atlas Building Wreckers & Terminal Transfer, Inc.
Commission

NOTED ON CARD
3-17-70 cR

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 92704

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER

LEO LEVENSON
OF COUNSEL

AREA 503
223-1107

COPY

March 11, 1970

Mr. Clay Meyers
Secretary of State, State of Oregon
Capitol Building
Salem, Oregon 97310

Dear Sir:

We transmitted to the State Highway Commission, on behalf of our client, Vance Equipment Company, a claim pursuant to the State Bonding Act for $1,723.75 against Atlas Construction Building Wreckers on the Journal Building Contract No. 7247 Demolition on Harbor Drive Section of the Pacific Highway West in Multnomah County.

Said claim was forwarded to you for filing and we assume was filed.

Be advised that the claim has been paid in full and that you should withdraw same from your records.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

cc: State Highway Commission
Attention: Mr. Floyd Query, Secretary
Highway Building
Salem, Oregon 97310

Atlas Construction Building Wreckers
2035 N. Willamette Boulevard
Portland, Oregon 97217

Vance Equipment Company

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

Cec

RECEIVED
MAR 13 1970
OREGON
STATE HIGHWAY COMMISSION

26-1183
7247

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Harbor Drive

WEEK ENDING: March 6,1970

SECTION PREFIX: 26-1183

HIGHWAY: Pacific Hwy East

COUNTY: Multnomah

NAME OF JOB: Harbor Drive

KIND OF WORK: Building Demolition

CONTRACTOR: Atlas Building Wreckers & Terminal Transfer, Inc.

CONTRACT NUMBER: 7247

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: April 28,1969

DATE WORK STARTED: June 5,1969

~~ESTIMATED~~ COMPLETION DATE: February 20,1970

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: N/A

SPECIFIED CALENDAR DAYS: N/A

WORK DAYS USED: N/A

CALENDAR DAYS USED: N/A

SPECIFIED COMPLETION DATE: October 10,1969
January 5,1970 Extension of time

PERCENT OF TIME ELAPSED: 118.2%

PROJECT AUTHORIZATION: $155,400.00

EXCLUSIVE OF ENGINEERING: $148,000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $137,870.00

ESTIMATED PERCENT: XXXXXX UNDERRUN 6.8 %

ENGINEERING AUTHORIZATION: $ 7,400.00

ENGINEERING COST TO DATE: $ 6,924.00

PERCENT OF AUTHORIZATION: 93.6%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: February 20,1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Demolition	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY				0	
HOURS PER SHIFT				0	

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Snow	N/A		
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Fair			
THURSDAY	Cloudy			
FRIDAY	Showers			
SATURDAY	-			

Routing

RECEIVED
MAR 9 1970
CONSTRUCTION
DIVISION

NOTE:
R. D. CHU

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY Mar. 2	No work.
TUESDAY Mar 3	No work
WEDNESDAY Mar 4	No work
THURSDAY Mar 5	No work
FRIDAY Mar 6	No work
SATURDAY	-

REMARKS

Semi final estimate submitted to the Metropolitan Office Thursday, March 5,1970. This is the final weekly report.

Constr. Eng'r (2)
Div. Eng'r
Files

SIGNED James Don
James Don, Res. Eng'r

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 6 - 1970
FOR FILING

Claim 4472

FILED
MAR - 3 1970
CLAY MYERS
SECRETARY OF STATE

Com.
Files

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

26 - 1182
7247

March 2, 1970

Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Charles L. Kobin

Gentlemen:

This is to acknowledge receipt of your letter of February 25, 1970, and attached notice of claim of your client, Vance Equipment Company, which states that Atlas Construction Building Wreckers owes them for equipment rental and equipment damage in the amount of $1,723.75.

This appears to be in connection with the Atlas Building Wreckers & Terminal Transfer, Inc., Contract No. 7247 for building demolition of the Journal Building on the Harbor Drive Section of the Pacific Highway West in Multnomah County.

The Highlands Insurance Company through Marsh & McLennan, D. K. MacDonald & Co., Inc., 901 Standard Plaza Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

RECEIVED
[illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

3-4-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

NOTED
C. W. HEAD

CWH:cr

cc: Highlands Insurance Company
Marsh & McLennan, D. K. MacDonald & Co., Inc.
Atlas Building Wreckers & Terminal Transfer, Inc.
Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

February 25, 1970

CERTIFIED MAIL - RRR

Secretary of the Oregon State Highway Department
State Highway Department
State Highway Building
Salem, Oregon 97310

Multnomah County Director of the
Department of Public Works
Multnomah County Road Department
2115 S. E. Morrison
Portland, Oregon 97214

Re: The Journal Building Job -
Atlas Construction Building Wreckers -

Gentlemen:

Herewith claim on behalf of Vance Equipment Company.

Please provide name and copy of bond posted in this matter, forthwith.

A copy of this claim form is being sent to the contractor, and demand thereby being made on him for immediate payment.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

Enclosure

cc: Atlas Construction Building Wreckers
2035 N. Willamette Boulevard
Portland, Oregon 97217
By Certified Mail - RRR

NOTED
FLOYD QUERY

NOTICE OF CLAIM

To:

Secretary of the Oregon State Highway Department
State Highway Department
Salem, Oregon

Multnomah County Director of the
Department of Public Works
Multnomah County Road Department
2115 S. E. Morrison
Portland, Oregon

NOTICE is given that the undersigned, VANCE EQUIPMENT COMPANY, has a claim for equipment rental together with damage done to equipment, for the period December 12, 1969 through February 12, 1970, in the sum of $1,723.75 together with interest thereon at the rate of 6% per annum from February 12, 1970 until paid, against the Bond taken from Atlas Construction Building Wreckers as principal, for work of the demolition of The Journal Building, in the City of Portland, Oregon.

This notice is given pursuant to ORS 279.

DATED, this 25th day of February, 1970.

VANCE EQUIPMENT COMPANY

By ____________________

INVOICE

VANCE EQUIPMENT CO.
P. O. BOX 20006
PORTLAND, OREGON 97220

OUR NUMBER	8589
DATE	February 19, 1970
CUSTOMER'S ORDER	Walt Lowe Per Contract Dated 12-12-69
SALESMAN	Vance Batteen
TERMS	
F. O. B.	

Sold To Atlas Constr. Bldg. Breaker.
2035 N. Willamette Blvd.
Portland, Oregon

Shipped To

Address RE: 530 - Serial Number 29026

	Rental - Past Due Jan. 12, 1970			1150	00
	Additional Boom Rental -12/12/69 to 1/5/70			100	00
	Rental on Engine			35	00
	Fender damage			25	00
	Window broken Lost socket and wedge			35 5	00 00
	Line - cutting cable			250	00
	Hauling of 530.			123	75
				-------	----
	Total			$ 1723.	75

Rediform
7H 723

RECEIVED
FEB 18 1970
FOR FILING

26-1183
1247

Salem, Oregon 97310
February 17, 1970

Mr. Forrest Cooper
State Highway Engineer
OFFICE

Reference is made to the request by Commissioner Ivancie that the State remove the paving from the Journal Building demolition contract. A. E. Johnson advises me that this has been done and that details with the contractor have been amicably worked out.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Cox
A. E. Johnson
L. W. Rulien

RECEIVED
FEB 18 1970

FORM E-20 (REV. 10-69)

26-1183
7247

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 17, 1970

SUBJECT: Journal Building Demolition Contract

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem

NOTED
F. B. KLABOE

In accordance with your letter of February 11, I conferred with Mr. Don Bergstrom, City of Portland Traffic Engineer, regarding fencing along Front Avenue. It was his opinion that if a fence were constructed, the area could not be used satisfactorily by the Rose Festival Association and that if parking became a problem a simple post and cable arrangement could be installed to prevent encroachment of the area by cars. We are therefore proceeding on the basis of no fence along Front Avenue and will clean up the existing concrete surfaces and smooth up the areas formerly occupied by basement and which are now filled.

The contractor is proceeding with fencing along Harbor Drive and the north end of the property, and it is possible that he will complete all work on the project by the end of this week or the early part of next week.

A E Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh

cc: F. D. Morgan

RECEIVED
FEB 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-734

C

RECEIVED
FEB 18 1970

2C-[illegible]

7247

**OREGON STATE
HIGHWAY DEPARTMENT**

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

February 17, 1970

Mr. Walter Lowe
ATLAS BUILDING WRECKERS
2035 N. Willamette
Portland, Oregon 97217

Re: Journal Building
Contract No. 7247

Dear Mr. Lowe:

As per our previous discussion, here is a list of the items to be deleted from Contract No. 7247.

	Item			Amount
1.	Asphalt, paving and concrete lumpsum			$7,500.00
2.	Trench Excavation	275 cy	$ 2.75	756.00
3.	"P" inlets	3 each @	105.00	315.00
4.	G-2 inlets	2 each @	160.00	320.00
5.	Gates CL 4' x 20'	2 each @	75.00	150.00
6.	CL Fence (4')	200 lineal ft. @	1.50	300.00
7.	Concrete sewer pipe (8")	580 lineal ft. @	1.36	789.00
	TOTAL			$10,130.00

The unit prices you submitted have the approval of this office. If it is agreeable to you, a Price Agreement will be prepared crediting the State with $10,130.00 on Contract No. 7247.

A. E. Johnson
Metropolitan Engineer

NOTED
F. B. KLABOE

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

RECEIVED
FEB 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JHV:pb

cc: James Don
F. D. Morgan
F. B. Klaboe
D. J. Barbee

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 17, 1970

To: Memo To The Files

SUBJECT: Journal Building Site
Harbor Drive Section
Pacific Highway West
Contract No. 7247

A meeting was held at the Journal Building site at 10:45 AM on February 11, 1970 to discuss revisions in the Journal Building Demolition Contract. Present from the City were Don Bergstrom, City Traffic Engineer and Jim Kirk, City Engineer's office; Ray Sims of City Design Section; from the Highway Department was A. E. Johnson, L. W. Rulien, J. H. Versteeg, James Don and Mr. Walter Lowe from Atlas Wrecking.

The Contractor will do the following to complete the contract:

1. Construct a fence along the Harbor Drive side of the building site.
2. Three sections of sidewalk will be removed and replaced.
3. The existing concrete floor will be washed and broomed.
4. Areas over the basement will be compacted and leveled.
5. The rubble at Powers Marine Park will be removed from slopes and placed in roadway area.

The items outlined above were discussed at some length with those present. There were no objections to the above plans for completing work at the Journal Building site.

Mr. Lowe was instructed to complete the clean-up at Powers Marine Park, clean the floor area of the building site, erect the fence along the easterly side and remove and replace the broken sidewalk. These conditions were agreeable to Mr. Lowe and he will proceed at once to comply with these instructions.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: James Don
F. D. Morgan
E. B. Klaboe

OREGON STATE
HIGHWAY DEPARTMENT
METROPOLITAN SECTION
5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

RECEIVED
FEB 18 1970
FOR FILING

7241

February 17, 1970

Mr. Don Bergstrom
City Traffic Engineer
420 S. W. Main
Portland, Oregon

Re: Fence
Journal Building
Demolition

Dear Mr. Bergstrom:

Transmitted is a copy of the fence layout for the Journal Building site. The contractor has started work on the fence and it should be completed this week.

A. E. Johnson
Metropolitan Engineer

By:

NOTED
F. B. KLABOE

ORIGINAL SIGNED BY
J. H. VERSTEEG

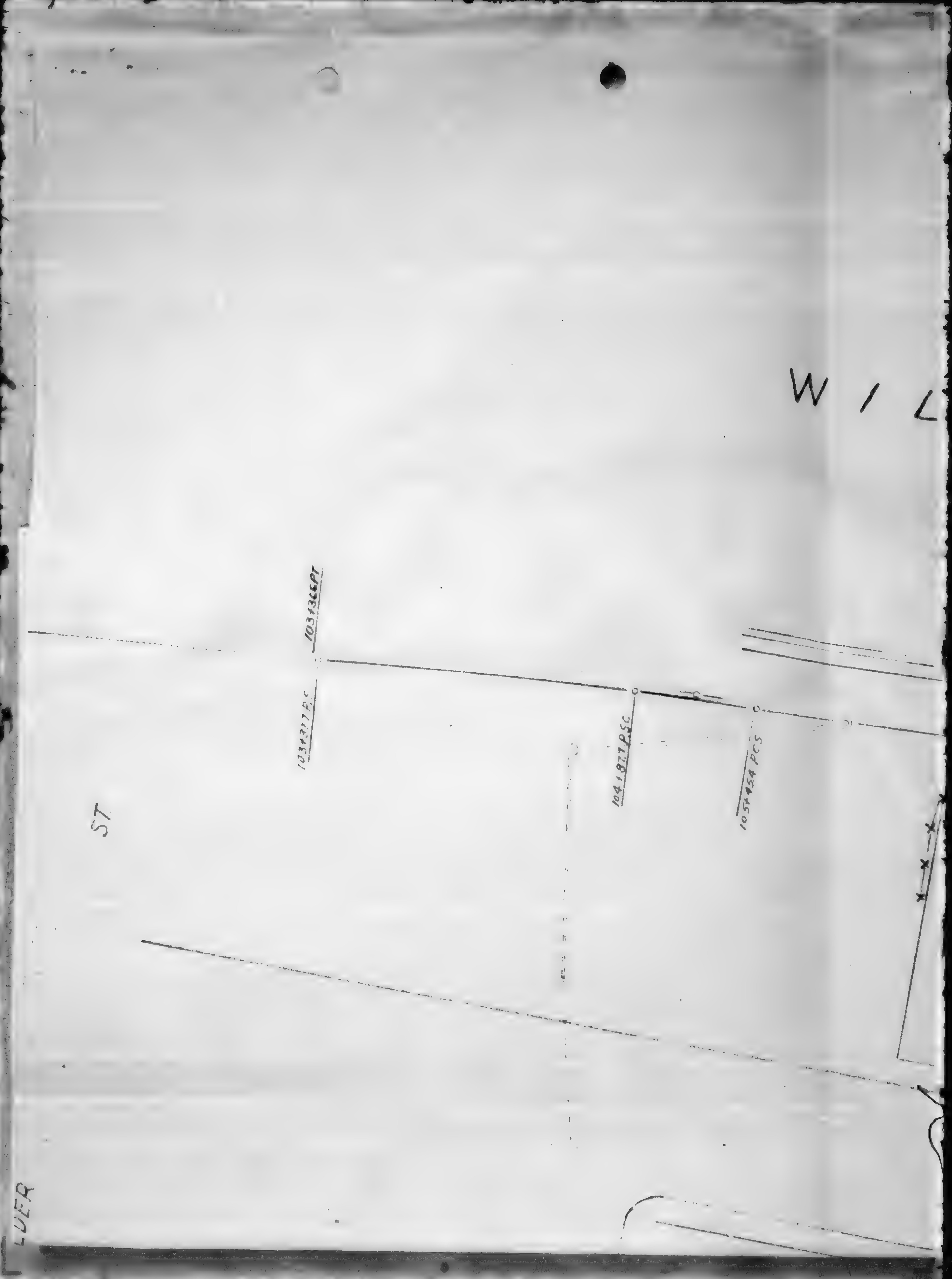
J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: Harry Buckley
~~James~~ Kirk
Ray Cruden

RECEIVED
FEB 18 1970
STATE HIGHWAY E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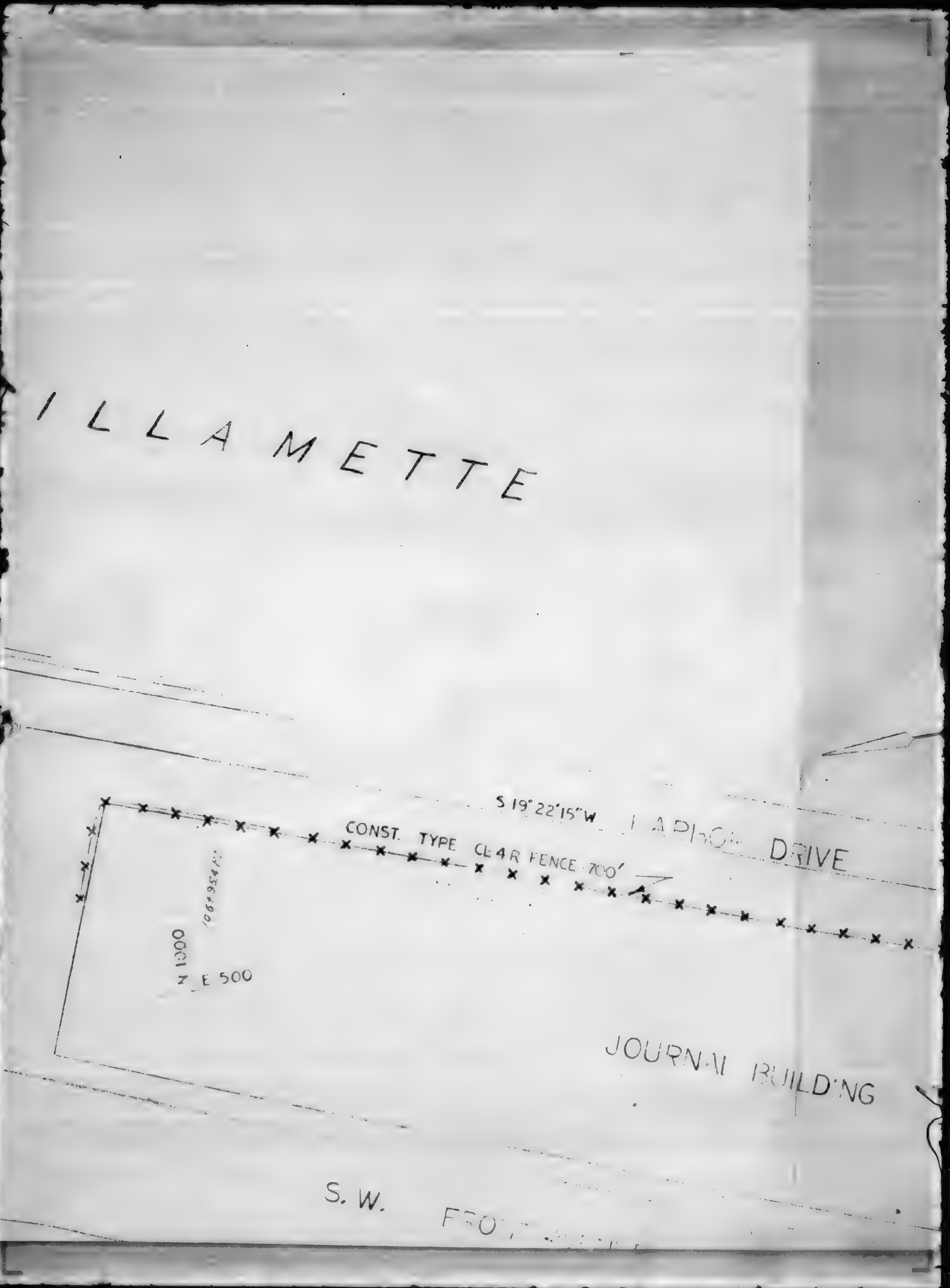
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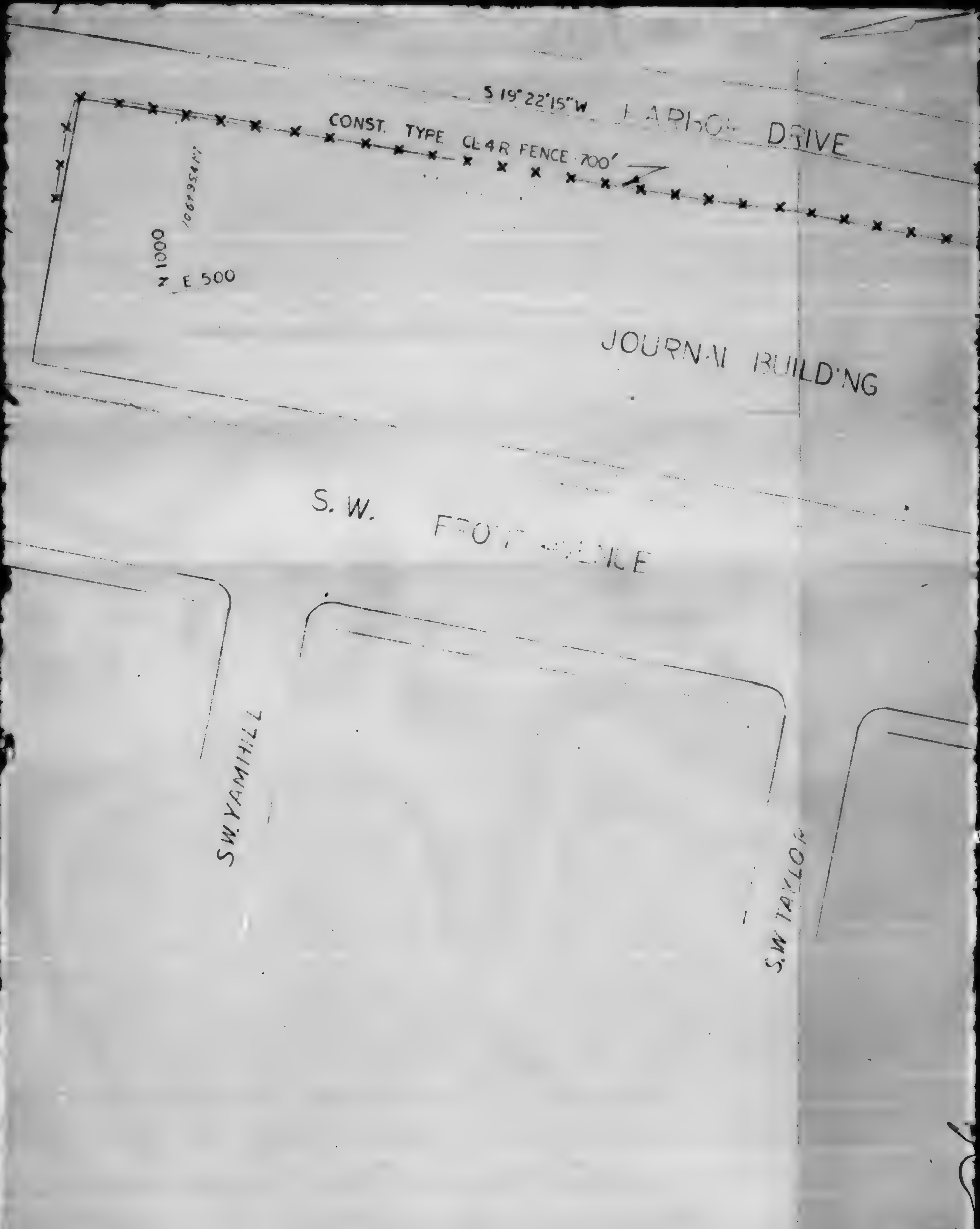
S 19°22'15"W
HARBOR DRIVE
CONST. TYPE CL 4 R FENCE 700'
106+95.4
N 1000
E 500
JOURNAL BUILDING
S.W. FRONT

R I V E
11+44 P.C.
113+750 P.T.
ST.

RIVER
S 19°57' W'
1134+75.0 P.T.
ST.

LDER
ST
103+37.1
SW MORRISON
104+87.1 PSC
105+45.4 PCS


S 19°22'15"W
HARBOR DRIVE
CONST. TYPE CL 4 R FENCE 700'
106+95.4 P.T.
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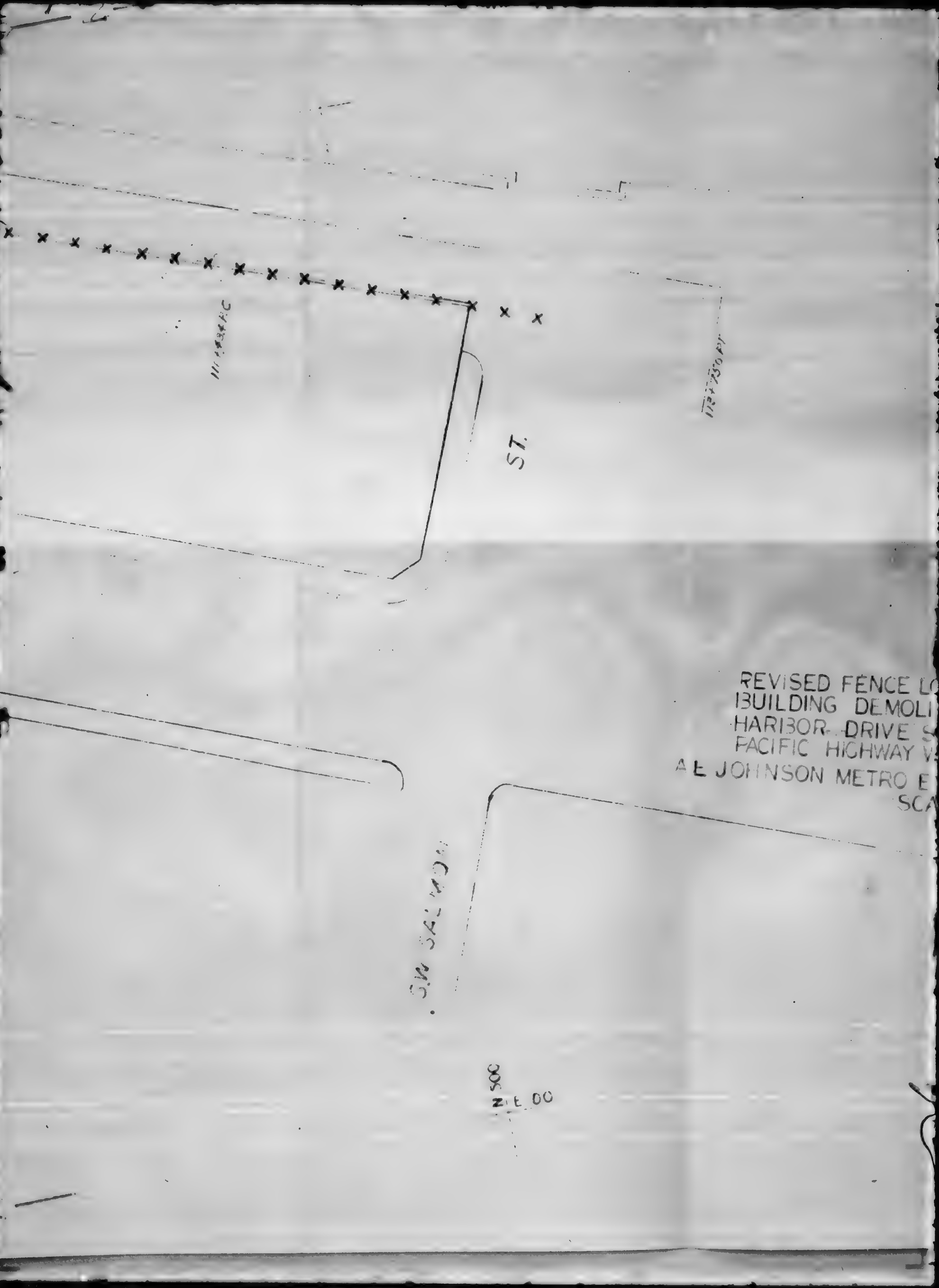
E 500
JOURNAL BUILDING
S.W. FRONT AVENUE
S.W. YAMHILL
S.W. TAYLOR


111+38+PC
113+75.0 PT
ST.
SW SALMON
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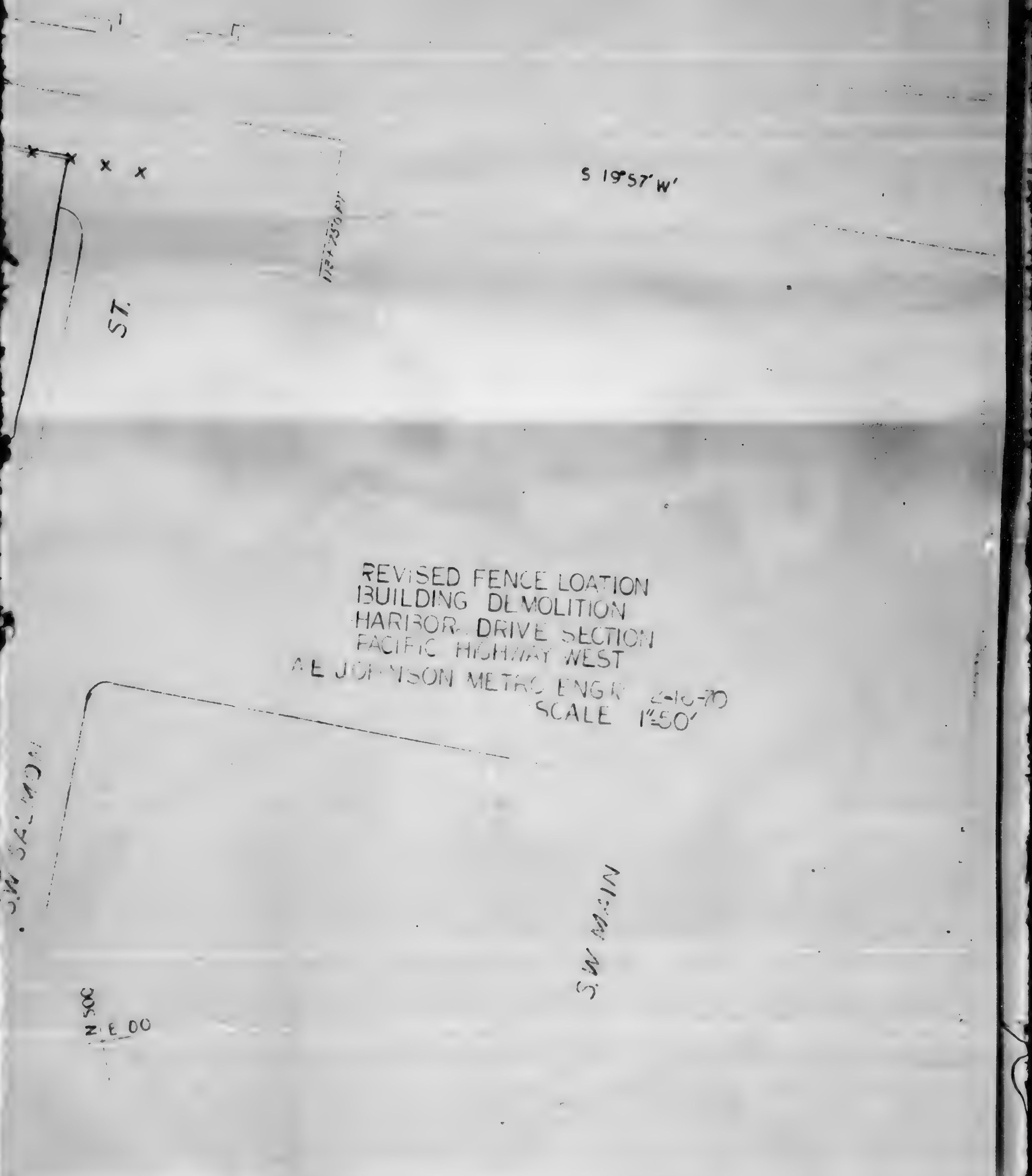
REVISED FENCE LO
BUILDING DEMOLI
HARBOR DRIVE S
PACIFIC HIGHWAY V
A.E. JOHNSON METRO E
SCA



REVISED FENCE LOATION
BUILDING DEMOLITION
HARBOR DRIVE SECTION
PACIFIC HIGHWAY WEST
A E JOHNSON METRO ENGR 2-16-70
SCALE 1"=50'

RECEIVED
FEB 11 1970
FOR FILING

26-1183
7247

Salem, Oregon 97310
February 11, 1970

Mr. A. E. Johnson
Metropolitan Engineer
Portland, Oregon

Journal Building
Demolition Contract

As I advised you by 'phone yesterday, we have been instructed by Commissioner Ivancie to eliminate the proposed paving of the floor area as required in the contract. Please therefore proceed immediately to carry out this instruction.

The fencing required in the contract should be installed at the best location for the protection of those people who will be occupying the area during the Rose Festival. I assume that this would be adjacent to Harbor Drive proper and possibly at the north and south ends of the property. Without further study, it would appear to me that the area along Front Avenue could be left open without a fence. Nevertheless, I suggest that you coordinate this operation with someone from the City, possibly Mr. Bergstrom.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: F. D. Morgan

RECEIVED
MAR 5 - 1970
FOR FILING

26-1183

7247

#5

33

February 10, 1970

Atlas Building Wreckers
  and Terminal Transfer, Inc.
2035 N. Willamette
Portland, Oregon 97217

Gentlemen:

The State Highway Commission at its meeting on February 3, 1970, considered your request for an additional 32 days on Contract No. 7247 for the Journal Building demolition on Harbor Drive (Pacific Highway West) in Multnomah County.

The Commission granted you an extension of 32 days to January 5, 1970, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
bc: F. D. Morgan
    V. E. Skoog
    A. E. Johnson
    James Don

RECEIVED
FEB 10 1970
FORM B-30 80M 10-65
FOR FILING

26-1183
7247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1970

SUBJECT:

To: MEMO TO FILE

On this date, Commissioner Francis Ivancie, Portland, called me and said that the City had again changed its mind with respect to paving the area formerly occupied by the Journal Building on Harbor Drive.

It was Mr. Ivancie's request that we now not pave the area. This matter is being investigated by Assistant State Highway Engineer F. B. Klaboe who will advise me.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Cox
A. E. Johnson
L. W. Rulien

RECEIVED
JAN 28 1970

26-1183

7247

January 27, 1970

The Honorable Francis J. Ivancie
Commissioner of Public Affairs
City of Portland
City Hall
Portland, Oregon 97204

Dear Commissioner Ivancie:

As you know, the demolition of the Journal Building has progressed rapidly in the past several weeks. It is expected that the building will be demolished within the next week or two and the contractor will want to complete the paving and drainage work set up in the contract.

It is our understanding that you agree with us that we should complete the work required in the contract in order to provide a paved floor for the use of the Rose Festival carnival and any other use to be made of the area in the future.

If this is not the case, please advise us immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
A. E. Johnson
D. J. Barbee

FBK:srb fn

RECEIVED
JAN 28 1970
FOR FILING

26-1183

7247

January 22, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
February 3, 1970 meeting

Atlas Building Wreckers and Terminal Transfer, Inc., contractors on the Journal Building demolition on the Harbor Drive Section of the Pacific East Highway, Contract No. 7247, in Multnomah County, have requested an additional 32-day time extension. This request is based on refusal of the City of Portland to permit closure of Harbor Drive to traffic during the holiday season of December and early January.

At your November 18, 1969 meeting, an earlier request for extension was granted in the amount of 54 days because of a court action delay early in the project. This approved extension resulted in a revised completion date of December 3, 1969. The contract specifications contemplated that the City would permit closure of Harbor Drive from 7 P.M. to 11 P.M., but due to heavier downtown traffic during the holiday season, the City denied the request for such closure in December.

The contractor has recently obtained a revokable City permit allowing southbound closure of Harbor Drive and night demolition work from 6:30 P.M. to 6 A.M. as of January 12, 1970. The time involved in this request is from December 3 to January 12, or 39 days. The contractor was able to make some progress during this interval, and we do not believe extension for all of the time is justified. I recommend that one week be deducted to allow for the work accomplished and which had to be done in any event, leaving

32 days for extension. This evolves to a recommended new completion date of January 5, 1970. Liquidated damages would accrue after that date at a rate of $100 per day.

Work on this project has progressed well the past week with an expanded force at work during the nightly closure of southbound Harbor Drive. If work continues at the recent rate, the demolition is expected to be complete within two weeks and project completion in six weeks. This would leave about $5400 of liquidated damages.

This is a State project.

This matter will be on the agenda for your consideration at the February 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc:
Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
A. E. Johnson

JAB:fw sr

FORM E-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1970

SUBJECT: Harbor Drive
Journal Building Demolition
Contract No. 7247
Second Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Atlas Building Wreckers and Terminal Transfer, Inc., request an additional 32 days time extension on this calendar date project, to January 5, 1970. The request was prepared in December and is based on the City of Portland denial of permission to close S. W. Harbor Drive at all during the Christmas holiday season. Copies of pertinent December 4 and December 15 letters from the Portland Traffic Engineer are attached.

The Highway Commission at its November 18, 1969 meeting approved a 54-day extension on this project because of delay resulting from a court action. The time therefore stands as follows:

Original Specified Completion Date	October 10, 1969
Extended completion date (plus 54 days)	December 3, 1969
Plus 32 days requested	January 4, 1970
Date Actual closure of Harbor Drive permitted	January 12, 1970

Attached is a copy of Page 12 of the contract special provisions. Note Item 3 permitting use of Harbor Drive for demolition purposes from 7 to 11 P.M. Of course, at the time of contracting, it was never anticipated that the work would extend into the holiday season so no exceptions were made, and under the circumstances now it makes no difference. The inability to close Harbor Drive would seem to be a reason beyond the control of the contractor, and cause of additional unavoidable delay. The Metro office has recommended the extension as requested.

We note from the weekly reports that the contractor did make some progress from December 3, 1969 to January 9, 1970. Percent of completion increased from 38 to 42 percent during this time (11 percent was accomplished during the month prior). We have also checked into the engineering charges during this interval and find that they were very modest. Only $239 additional was accrued during December according to the cost books and this agrees quite closely with the additional charges shown by the Resident Engineer week to week on the reports.

Mr. F. B. Klaboe
January 19, 1970
Page 2

Starting the night of January 12, 1970, the work has accelerated with the complete closure of Harbor Drive southbound for more hours than contemplated by the special provisions. The closure is allowed from 6:30 P.M. to 6 A.M. and four cranes have been working the past ~~two~~ several nights with significant progress. The reason used for this second request really applies to the period from December 3 to January 12 or 39 days. There is a question whether some allowance should be made for the 4 percent overall progress which the contractor did make during this interval. At this time, I see no finite way to prorate this. I am advised that the nature of the work accomplished in December would not be affected by Harbor Drive closure. It could perhaps be argued that having mobilized the larger work force now in use, the December element of work could be accomplished now in a much shorter time. One way to account for this would be to grant the request as submitted for the 32 days and interpret the remaining week (from January 4 to 12) as offsetting the work that was accomplished from December 3 to January 12. In other words, extend 32 out of 39 days. If a further request is made for another week extension ~~used~~ based on just the Harbor Drive closure reason involved here, we would be in the position of having already considered it and rejected it.

We therefore recommend a 32-day extension which would establish a new completion date of January 4, 1970. Liquidated damages accrue at the rate of $100 per day. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JAN 20 '70
OFFICE OF
STATE HIGHWAY ENGINEER

The Oregon Journal
1-19-70

CLOSED TO TRAFFIC Sunday were southbound lanes of Harbor Drive as demolition crews began to tear down east wall of old Journal Building. Only one lane was open to northbound traffic. Portland police said lanes will be closed again Monday night.

Harbor Drive Section

Provisions for Traffic and Use of Street Areas. The contractor is advised that his operations involving the use of street and sidewalk areas for storage of materials and equipment and for work areas, also the crossing or traversing of city streets in hauling materials are subject to regulations and conditions prescribed by the City of Portland. It shall be incumbent upon the contractor to ascertain from the City of Portland, acting jointly by and through its City Engineer and its Traffic Engineer, what regulations and conditions are to be imposed upon the contractor's operations and to obtain permits from said City officials prior to commencement of said operations.

The contractor shall conform to the regulations, conditions and terms of the permits as prescribed and issued by said City and shall bear all costs involved in conforming to and complying with them; it being further understood that contrary to the provisions of Article 7-30 of the standard specifications, the State will not reimburse the contractor for flagging or pilot car operations involved in conforming to or complying with said regulations, conditions and permits prescribed and issued by said City.

The State has been advised by the City of Portland that the following use of city streets will be permitted:

1. Street use can be obtained on S.W. Front Avenue to a point 18 feet from the east curb line. Any additional area needed can be obtained for short periods between 9:00 A.M. and 3:00 P.M.

2. On S.W. Salmon Street between Harbor Drive and S.W. Front Avenue, street use can be obtained for half of the street width.

3. The use of Harbor Drive for demolition purposes must be restricted to the hours of 7:00 P.M. to 11:00 P.M., Monday through Friday. If complete closure becomes necessary an ordinance must be obtained for said closure during the above-listed hours and detour routes established. The contractor will be required to furnish, at his expense, the necessary signs, barricades, illuminated warning devices and uniformed officers to direct traffic.

4. Applications shall be made for parking removal at least 2 days prior to commencing work.

Concrete Sewer Pipe. The concrete sewer pipe shall be nonreinforced, standard strength concrete sewer pipe meeting the requirements of Section 460 of the standard specifications except that the pipe shall be of the bell-and-spigot type and shall have rubber gasket joints

DEPARTMENT OF PUBLIC WORKS
COMMISSIONER
Lloyd E. Anderson

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

OFFICE ADDRESS: 430 S. W. MAIN ST.
MAILING ADDRESS: 414 CITY HALL - 97204

CITY OF PORTLAND
OREGON

December 15, 1969

Mr. Walter Lowe
Atlas Building Wreckers
2035 N. Willamette Boulevard
Portland, Oregon 97217

Dear Mr. Lowe:

I am answering your request of December 4, 1969, to close S.W. Harbor Drive between the hours of 7:00 P.M. and 11:00 P.M. beginning December 6th.

Your request is denied at this time because of the traffic conditions during the Christmas Holiday Season.

If you will apply for the night closure of Harbor Drive after January 5, 1970, permission will be granted.

Sincerely,

D. E. Bergstrom
D. E. BERGSTROM
Traffic Engineer

DEB:ba

METROPOLITAN ENGINEER
RECEIVED
DEC 16 1969
☐ ME ☐ AME ☐ AME ☐ NOE ☐ NOE ☐ HTE

DEPARTMENT OF PUBLIC WORKS
COMMISSIONER
Lloyd E. Anderson

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

OFFICE ADDRESS: 420 S. W. MAIN ST.
MAILING ADDRESS: 414 CITY HALL-97204

CITY OF PORTLAND
OREGON

December 4, 1969

Mr. A. E. Johnson, Metropolitan Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

METROPOLITAN ENGINEER
RECEIVED
DEC 10 1969
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MCE ☐ MTE

Dear Mr. Johnson:

This is to answer your letter of December 1st concerning the Journal Building demolition.

As you know, we are now in the Christmas shopping period which is also the heaviest traffic time for the City of Portland. I am sure you are also aware of the fact that the City of Portland and Multnomah County have followed a policy for the past few years of not permitting street closures during this holiday period.

Accordingly, the request of Atlas Building Wreckers for permission to close southbound lanes of S.W. Harbor Drive from December 6 to December 14, inclusive, between the hours of 6:00 A.M. and 3:00 P.M. is denied.

It is the City of Portland's recommendation that the Atlas Building Wreckers be required to furnish demolition of the Journal Building according to contract specifications; i.e., closure of Harbor Drive only between the hours of 7:00 P.M. and 11:00 P.M., Monday through Friday.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba

Copy given J. Don with request he advise his contractor to apply to Bergstrom for night closure. Bergstrom does not want this until 1st of Jan.

ESTABLISHED 1871

PORTLAND
SEATTLE
SPOKANE
JUNEAU

LOS ANGELES
SAN FRANCISCO
OAKLAND
SAN DIEGO
PHOENIX

CHICAGO
DETROIT
KALAMAZOO
INDIANAPOLIS
MINNEAPOLIS
ST. PAUL
DULUTH
MILWAUKEE
ST. LOUIS
TULSA
NEW ORLEANS

MELBOURNE
SYDNEY

MARSH & McLENNAN-
D. K. MACDONALD & COMPANY, INC.
INSURANCE
902 STANDARD PLAZA
PORTLAND, OREGON 97204

AREA CODE 503 224-3000

NEW YORK
BOSTON
BUFFALO
ROCHESTER
SYRACUSE
PHILADELPHIA
PITTSBURGH
CHARLESTON
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MIAMI

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WINNIPEG
CALGARY
EDMONTON
VANCOUVER
WINDSOR
QUEBEC

LONDON
CARACAS
BRUSSELS
SAO PAULO
ROME

December 17, 1969

Oregon State Highway Department
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. James Don,
Resident Engineer

Gentlemen:

RE: BUILDING DEMOLITION, HARBOR DRIVE
PACIFIC HIGHWAY EAST
CONTRACT 7247, PREFIX 26-1183
ATLAS BUILDING WRECKERS

Enclosed is original and three copies of Contractors Request for Increase in Number of Workdays to Complete Construction Contract, with Consent of Surety portion completed.

Very truly yours,

Earl True

Earl C. True,
Account Executive

ECT:dh
enclosure

cc: Mr. Walter Lowe
Atlas Building Wreckers

RECEIVED

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7247 Contractor Atlas Building Wreckers & Terminal Transfer, Inc.

Highway Pacific Hwy. East

Section Harbor Drive

Kind of Work Building Demolition

It is recommended that such extension be granted as requested under the following terms and conditions:

Extend specified completion date by 32 days which equals January 4, 1970.

Recommended for Approval:

A. E. Johnson
Division Engineer

Bond
for Construction Engineer or Bridge Engineer

F B Klaboe
[redacted] State Highway Engineer

Contract No. 7247

Project designation State
State—Federal

Date awarded April 28, 1969

Work started June 5, 1969

Per cent completed 40% 12/19/69
Date

Specified completion date October 10, 1969

Previously extended to December 3, 1969

Extension requested to

Form E-320 3M

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date December 5, 1969, 19

Gentlemen:

We, the undersigned, respectfully request an extension of 32 days time, from December 4, 1969, to January 5, 1970, within which to complete our Contract No. 7247, described as follows:

The City of Portland, will not allow us to divert any traffic on Harbor Drive until the Holiday season is over.

The above request is based upon the following reasons:

Respectfully submitted,

Atlas Bldg Wreckers
Contractor

By Walter Lowe

CONSENT OF SURETY

Date December 12, 1969

We, HIGHLANDS INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Robert A. Oppelt
Robert A. Oppelt
Attorney-in-fact

(SEAL)

Resident Agent

State Printing 78755

RECEIVED
JAN 22 1970
FOR FILING

26-1183

7247

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

January 19, 1970

Mr. Irvin Thorson
Landscape Architect
1020 S. W. Front
Portland, Oregon

Re: Marine Powers Access Road
Journal Building Demolition

Dear Mr. Thorson:

This is to confirm our phone conversation on January 16th and previous discussions on the subject of the Marine Powers Access Road.

The contractor is constructing the access road at the location to the elevations and typical section desired by the City of Portland. The only problems at this time needing attention are cutting of some protruding steel and moving some material that has been dumped at the upper level. The Journal Building contractor is aware of these problems and will take care of them.

As you are aware, the final stages of the demolition should be completed much sooner than we had expected. If you have any questions regarding the access road construction, please contact Mr. James Don or myself at the Metropolitan office.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

NOTED
F.B. KLABOE

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: F. D. Morgan
~~F. B.~~ Klaboe

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JAN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1970
FOR FILING

Form 2-20-X (12-67)

26-1183
7247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1970

SUBJECT: Harbor Drive Section
Journal Building Demolition
Contract No. 7247

To:

MEMO TO THE FILES

ER

Assistant Metropolitan Engineer Hal Versteeg advises by phone that the City of Portland has passed an ordinance (No. 129306) allowing the demolition contractor to completely close southbound Harbor Drive from 6:30 PM. to 6 A.M. starting this evening. Diversion of traffic off of Harbor Drive will be accomplished by temporary signing and barricades in accordance with a plan which the City apparently approved.

Two cranes are supposed to be working tonight with flagmen present. Mr. Versteeg is to advise us further in a coupld days as to how this scheme is working.

John A. Bond
Construction Administration Engineer

JAB:fw

cc F. B. Klaboe

NOTED
R. L. PORTER

REFERRED TO
Cooper - Porter
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

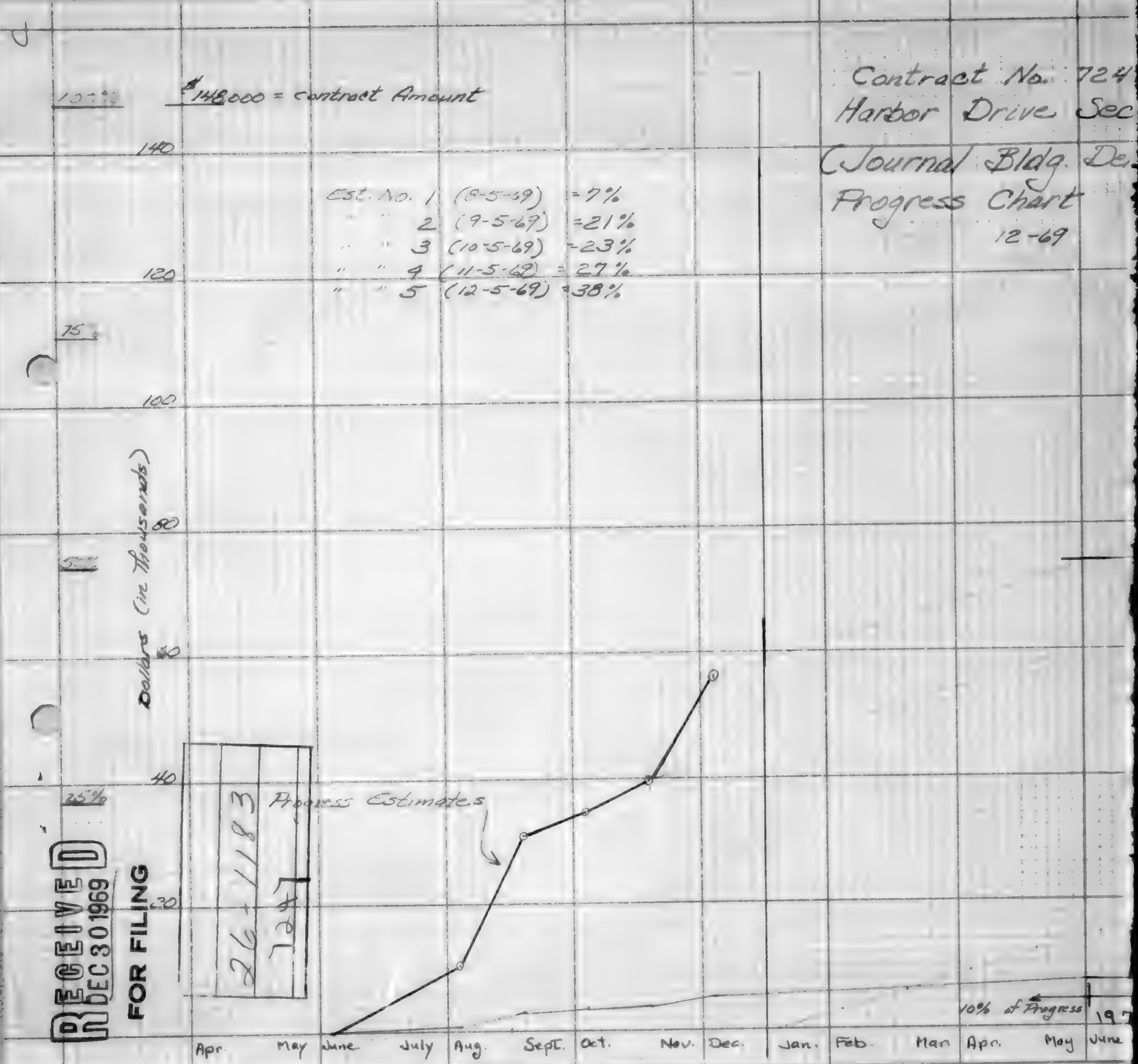
RECEIVED
JAN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Contract No. 724
Harbor Drive Sec
(Journal Bldg. De
Progress Chart
12-69

$148,000 = contract Amount

Est. No. 1 (8-5-69) = 7%
" " 2 (9-5-69) = 21%
" " 3 (10-5-69) = 23%
" " 4 (11-5-69) = 27%
" " 5 (12-5-69) = 38%



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DEC 30 1969
FOR FILING

26-1183
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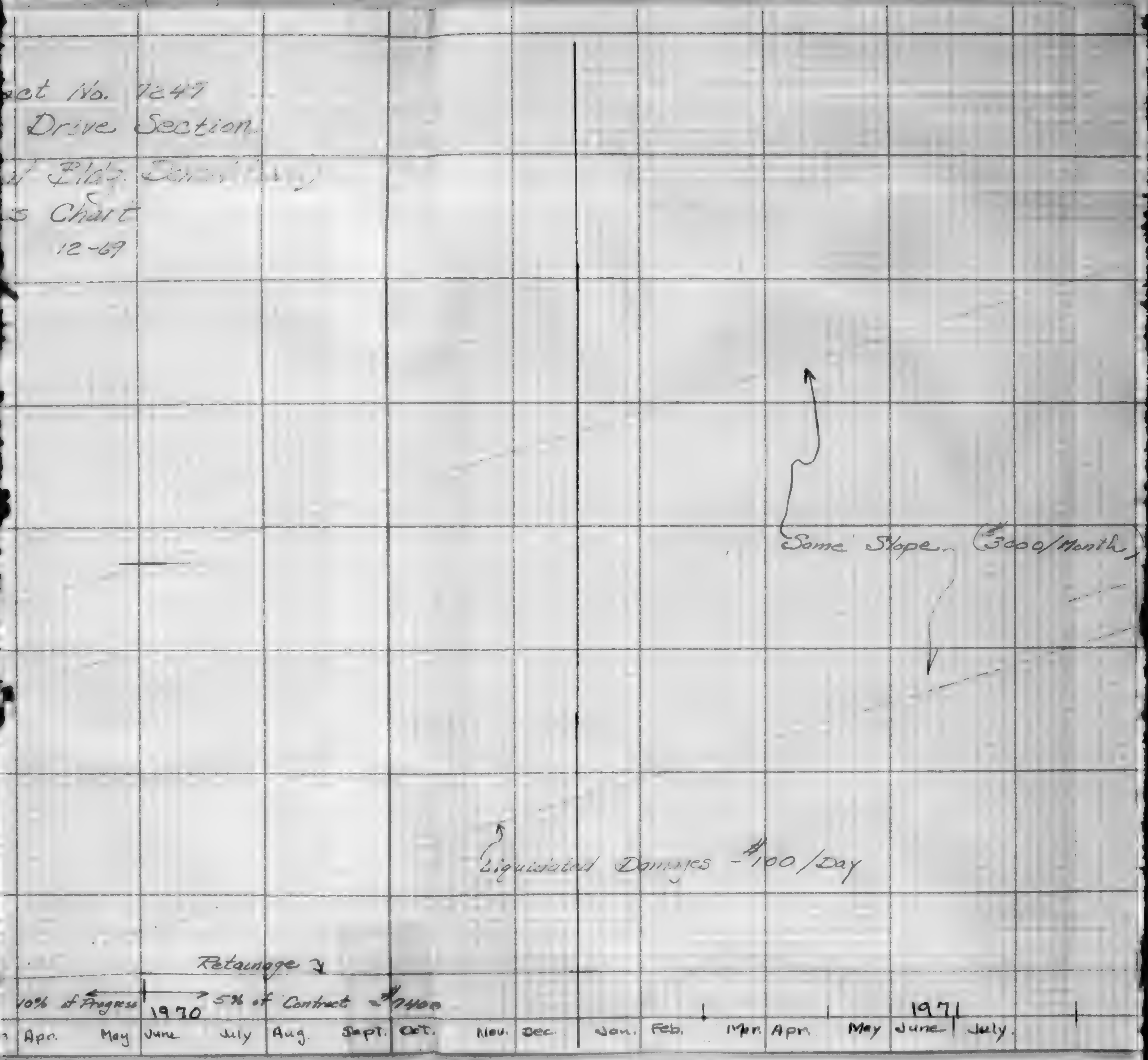
act No. 7247
Drive Section
' Bldg. [illegible]
s Chart
12-69
Same Slope (#3000/Month)
Liquidated Damages - #100/Day
Retainage
10% of Progress
5% of Contract = #7400
1970
1971
Apr.
May
June
July
Aug.
Sept.
Oct.
Nov.
Dec.
Jan.
Feb.
Mar.
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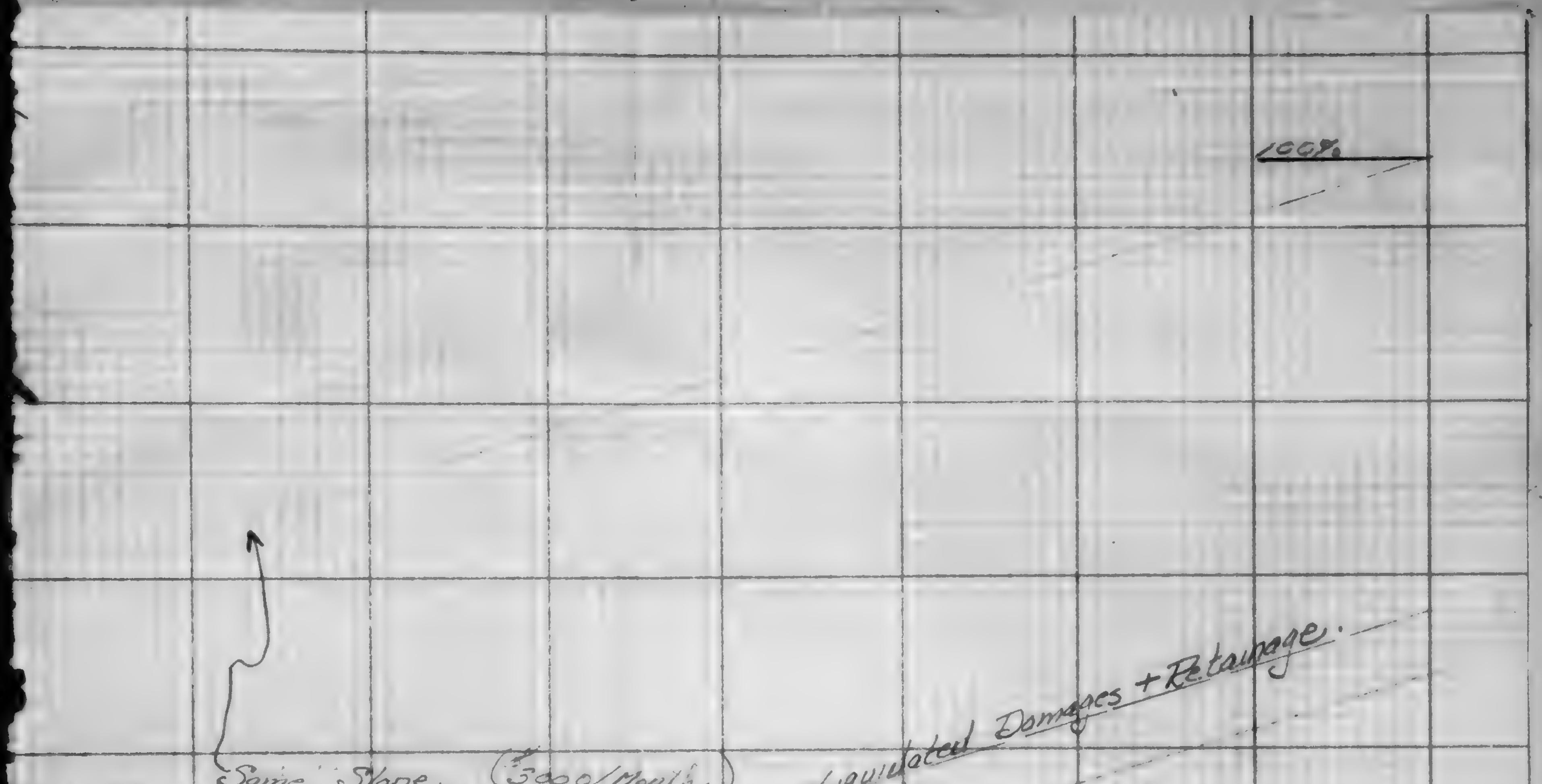
May
June
July.


100%
Liquidated Damages + Retainage.
Same Slope ($3000/Month)
amages: $100/Day
1971
1972
Feb.
Mar.
Apr.
May
June
July.
Jan.
June

OREGON STATE HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

Routing
Morgan
Decker
Bond
Walker
Cochran
Johnson
Pease
Swan
Glenn
Litchfield

RECEIVED
DEC 4 1969
CONSTRUCTION DIVISION

3

24-1123
7247

December 3, 1969

Mr. Walter Lowe
Atlas Building Wreckers
2035 N. Willamette Blvd.
Portland, Oregon

Dear Mr. Lowe:

Contract 7247
Journal Building Demolition

It is now planned that all construction will be completed as per your contract (7247) with the Oregon State Highway Department. These instructions are contrary to the discussion held with you in this office on November 25, 1969.

Present plans for the items discussed are as follows:

(1) The entire area is to be paved.
(2) All drainage items to be installed.
(3) Harbor Drive wall to be treated as per plans.
(4) Fencing may still be adjusted.
(5) Sidewalk repair will be required.
(6) It may not be necessary to remove the loading dock.

As you were advised, the Highway Commission has approved a 54-day time extension on this contract. This revises the completion date to December 3, 1969. After this date liquidation damage will be assessed at the rate called for in this contract.

Yours very truly,

A. E. Johnson
Metropolitan Engineer
by

JH Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

NOTED
F.B. KLABOE

JHV:lh

cc: James Don

12/4/69
Copy to Klaboe
per the Boss
JW

RECEIVED
DEC 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

c

RECEIVED
DEC 24 1969

FOR FILING

26-1183

7247

Agenda 39
II 17
11-18-69

November 26, 1969

Atlas Building Wreckers
and Terminal Transfer, Inc.
2035 North Willamette
Portland, Oregon 97217

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, considered your request for a 60-day extension on Contract No. 7247 for building demolition of the Journal Building on Harbor Drive in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 54-day extension, which will extend the specified completion date to December 3, 1969.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sj
cc F. D. Morgan
V. E. Skoog
A. E. Johnson
James Don

FORM E-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1969

SUBJECT: Extension of Time
Journal Building Demolition
Contract No. 7247

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Atlas Building Wreckers requests a 60-day time extension because of a court action which tried to prevent demolition of the Journal Building. A special provision said the building would be available for demolition on May 1. The contractor apparently uses this as his possible starting date in deriving his 60 days. We believe the date the contract was sent to him for execution is actually the earliest date that he could have worked in accordance with the specifications. Some of the pertinent dates concerning this contract are as follows:

Bids opened	April 18	
Contract sent to contractor for execution	May 6	18 days
Injunction suit served on Highway Division	May 15	
First court hearing	June 2	
Contractor started work inside building	June 5	51 days
Amended complaint filed against State	June 17	
Court granted State's motion to strike	June 26	
Contractor started structural demolition	July 1	

I have discussed this request with Mr. Lindas and some of the above dates were secured from him. (He concurs in our recommendation below.) There was no formal stop work order during the court action. We would not have wanted the contractor to work while the injunction suit was pending. They could have gone to work as of June 2, but there is some basis to recognize the interference with the contract until June 26.

Since June 26 was a Thursday, we would allow 3 more days through the weekend following and would expect the contractor to be mobilized and available to pursue the work by Monday, June 30. We therefore recommend extension for the time from May 6 to June 30 or 54 calendar days.

Time control on this contract was by a specified completion date of October 10. A 54-day extension would establish a new completion date of December 3. Liquidated damages accrue at the rate of $100 per day. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7247 Contractor Atlas Building Wreckers & Terminal Transfer,Inc.

Highway Pacific Highway ~~East~~ West

Section Harbor Drive

Kind of Work Building Demolition

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 54 days because of attempted court injunction.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7247

Project designation State
State-Federal

Date awarded April 28, 1969

Work started June 5, 1969

Per cent completed 29% Oct. 17, 1969
Date

Completion Date:
~~No. of Workdays Allowed~~ Oct. 10, 1969

Time
~~No. of Workdays~~ Used 100%

No. of Added Workdays Requested 60 days

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 8, 1969, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 103 days to 163 days, within which to complete our Contract No. 7247, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: A Legal Action brought by Mr. Stan Terry which was dismissed by Judge Dale on Friday June 26, 1969. We could not go to work until June 29 Monday, making a delay of 60 days.

Respectfully submitted,

Atlas Building Wreckers
Contractor

By Walter Lowe

CONSENT OF SURETY

Date October 13, 1969

We, HIGHLANDS INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Robert A. Oppelt
Robert A. Oppelt, Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
NOV 4 - 1969
FOR FILING

26-1183
7247

November 4, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 17
November 18, 1969 meeting

Atlas Building Wreckers and Terminal Transfer, Inc., joint venture contractors for the Journal Building demolition on the Harbor Drive Section of the Pacific Highway West in Multnomah County, Contract No. 7247, have requested a 60-day time extension. The reason for the request is a court action brought by a private party which sought an injunction to prevent demolition of the building.

The contract was sent to the contractor for execution on May 6 and this is the earliest date that he could start work. The injunction action was dismissed by the court on June 26 and it would be reasonable to allow time through the following weekend for mobilization or until June 30. This is a total interval of 54 days.

We recommend a 54-day extension which will extend the specified completion date to December 3. The original specified completion date was October 10 and liquidated damages accrue at the rate of $100 per day. This is a State project.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
A. E. Johnson
JAB:fw sr

LICENSED — BONDED — INSURED

Atlas Building Wreckers

2035 N. Willamette Blvd.
Portland, Oregon 97217
Phone 289-5073

RESIDENT ENGINEER
RECEIVED
OCT 6 1969
Noted ☒ ☐ ☐ ☐

September 31, 1969

Oregon State Highway Department
Metropolitan Section
5821 N. E. Glisan St.
Portland, Oregon 97213

Attention Mr. James Don, Resident Engineer

Re; Building Demolition, Harbor Drive
Pacific Highway East
Contract No. 7247, Prefix No. 26-1183

Gentlemen;

In reference to my letter dated June 25 1969, I requested an extension of time on this project due to the delay (beyond my control) in being able to start this project.

Your specifications state under (Special Provisions availability of Building and restrictions on work) Page 9, that demolition could be started on May 1, 1969.

We expected to begin work on thid date, and our bid was based upon this date as a starting date. We were unable to start structural demolition until June 29, 1969.

The following are the reasons (beyond our control) that we could not start this project on May 1st, 1969.

1. We did not receive any executed forms or papers from the Secretarys Office until May 8, 1969. The Contract forms with Insurance papers and other executed documents were returned to the Secretarys office on May 16, 1969. The fully executed Contract was received in my office June 5, 1969.

2. The Oregon State Highway Department, including the Legal section is well aware of the fact that it was requested of us not to do any work on the structure of this building until the Legal action brought by Mr. Stan Terry had been resolved. ~~XX~~ This action was stricken by His Honor Judge Dale on Friday June 26, 1969. We Started structural demolition on Monday June 29, 1969.

When we bid the project, we contemplated having 163 calender days to complete the work as per your drawings and specifications.

In this letter we are not asking for any added time to do this work, just the 49 days which we were denied, due to conditions beyond our control.

60
70

Yours Truly

Walter Lowe

April 24,1969

Contract award as per the construction Authorization Latter ammended to April 28,1969. See letter dated May 6,1969

April 28,1969

Letter from Query to Atlas giving date of award as April 28,1969

May 6,1969

Letter of transmital for 3 copies of the contract to be signed and 2 copies returned. Date of award April 28,1969

May 20,1969

Letter of transmital to Atlas returning the two copies of the contract because they were not signed by Terminal Transfer Co. also the state could not accept the insurance of the Highlands Ins Co. Insurance signed by Mr. Robert A Oppelt Mr. Oppelt has no power of attorney to sign the insurance.

May 28,1969

Letter from Query to Atlas stating they could not accept the signature of Jack Black for the Highlands Ins. Co. for lack of power of attorney.

June 3,1969

Letter from Query to Atlas that the insurance has been checked and found satisfactory.

June 3, 1969

Letter from Query to Atlas transmitting a fully executed contract for the contractors files

June 5, 1969

Contractor actually started work inside the building piling up wood and debris to be removed.

June 18, 1969

Call from Mr Lowe asking for a conference on the project. I met Mr. Lowe and during the discussion the eliment of time came up re: Mr. Stan Terry's attempt to stop the work. First hearing was May 19, 1969 at which time Mr. Lowe was requested not to start till the hearings were completed. 2nd hearing was June 2, 1969 at which time he was requested to start work.

July 1.

Date the contractor started removal of outside walls of the building.

HIGHLANDS INSURANCE COMPANY
HOUSTON, TEXAS

GENERAL POWER OF ATTORNEY
(BONDS FOR UNLIMITED AMOUNTS)

KNOW ALL MEN BY THESE PRESENTS:

That the Highlands Insurance Company, a corporation, duly incorporated under the laws of the State of Texas, doth hereby constitute and appoint ~~Charles P. Underwood~~, Robert A. Oppelt, ~~Russel D. Johnson and Frances C. Fels, Jo~~intly or Severally

of the City of Los Angeles, State of California, to be its true and lawful attorney-in-fact for the following purposes, to-wit:

To sign its name as surety, and to execute, seal and acknowledge any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of the same, and to respectively do and perform any and all acts and things set forth in the appended resolution of the Board of Directors of the said Highlands Insurance Company; provided, that the penal sum of no single one of such bonds, recognizances, obligations, stipulations or undertakings shall exceed the sum of Unlimited Dollars ($); the Company hereby ratifying and confirming all and whatsoever the said attorney-in-fact may lawfully do in the premises by virtue of these presents, but reserving to itself full power of substitution and revocation.

IN WITNESS WHEREOF, the said Highlands Insurance Company, pursuant to a resolution passed by its Board of Directors, at a meeting held on the 5th day of April, A.D., 1963, a certified copy of which is hereto annexed, has caused these presents to be sealed with its corporate seal, duly attested by the signature of its President, Vice Presidents and Secretary this 13th day of September, A.D. 1968.

ATTEST:
(SEAL)

HIGHLANDS INSURANCE COMPANY

Carl Burkhart, Jr.
Secretary

By Herbert J. Frensley
President

STATE OF TEXAS
COUNTY OF HARRIS,
CITY OF HOUSTON.

On this 13th day September in the year 1968 before me personally came Herbert J. Frensley to me known, who, being by me duly sworn, did depose and say: That he resides in Houston, Texas; that he is ________ President of the Highlands Insurance Company, the corporation described in and which executed the above instrument; that he knows the Seal of said corporation; that the Seal affixed to said instrument is such corporation Seal; that it was affixed to such instrument by and under authority conferred by the Board of Directors of said corporation; and that he signed his name thereto by like authority.

(SEAL)

Joan Williams
Notary Public, Harris County, Texas

RESOLUTION

RESOLVED, that this Company do, and it hereby does authorize and empower its President or any one of its Vice Presidents, in conjunction with any one of its Secretaries or any one of its Assistant Secretaries, under its corporate seal, to execute and deliver or to appoint any person or persons as attorney-in-fact or attorneys-in-fact, or agent or agents of this Company, in its name and as its act, to execute and deliver any and all contracts guaranteeing the fidelity of persons holding positions of public or private trust, guaranteeing the performance of contracts other than insurance policies and executing or guaranteeing bonds and undertakings, required or permitted in all actions or proceedings, or by law allowed; and, in its name and as its attorney-in-fact or attorneys-in-fact, or agent or agents, to execute and guarantee the conditions of any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of the same, which are or may by law, municipal or otherwise, or by any Statute of the United States or of any State or Territory of the United States, or by the rules, regulations, orders, customs, practice or discretion of any board, body, organization, office or officer, local municipal or otherwise, be allowed, required or permitted to be executed, made, taken, given, tendered, accepted, filed or recorded for the security or protection of, by or for any person or persons, corporation, body, office, interest, municipality or other association or organization whatsoever, in any and all capacities whatsoever, conditioned for the doing or not doing of anything or any conditions which may be provided for in any such bond, recognizance, obligation, stipulation or undertaking, or anything in the nature of the same; the nature, class or extent of the instruments so authorized to be specified in such power of attorney.

I, Carl Burkhart, Jr., Secretary of Highlands Insurance Company, hereby certify that at a meeting of the Board of Directors of said Company, duly called and held at the office of the Company at the City of Houston, on the 5th day of April, A.D. 1963, at which was present a quorum of said Directors, duly authorized to act in the premises, resolutions were passed and entered on the minutes of said Company, of which resolutions the foregoing is a true copy and of the whole thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal of Highlands Insurance Company, this 13th day of September, A.D. 19 68 .

(SEAL)

Carl Burkhart, Jr.
Secretary

STATE OF TEXAS |
COUNTY OF HARRIS |

I, Carl Burkhart, Jr., Secretary of Highlands Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Highlands Insurance Company, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company in the City of Houston, Texas, this 13th day of October, A.D. 19 69

Carl Burkhart Jr.
Secretary

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1969

SUBJECT: Extension of Time
Journal Building Demolition
Contract No. 7247

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Atlas Building Wreckers requests a 60-day time extension because of a court action which tried to prevent demolition of the Journal Building. A special provision said the building would be available for demolition on May 1. The contractor apparently uses this as his possible starting date in deriving his 60 days. We believe the date the contract was sent to him for execution is actually the earliest date that he could have worked in accordance with the specifications. Some of the pertinent dates concerning this contract are as follows:

Bids opened	April 18	)	
Contract sent to contractor for execution	May 6	)	18 days
Injunction suit served on Highway Division	May 15	)	
First court hearing	June 2	)	
Contractor started work inside building	June 5	)	51 days
Amended complaint filed against State	June 17	)	
Court granted State's motion to strike	June 26	)	
Contractor started structural demolition	July 1	)	

I have discussed this request with Mr. Lindas and some of the above dates were secured from him. (He concurs in our recommendation below.) There was no formal stop work order during the court action. We would not have wanted the contractor to work while the injunction suit was pending. They could have gone to work as of June 2, but there is some basis to recognize the interference with the contract until June 26.

Since June 26 was a Thursday, we would allow 3 more days through the weekend following and would expect the contractor to be mobilized and available to pursue the work by Monday, June 30. We therefore recommend extension for the time from May 6 to June 30 or 54 calendar days.

Time control on this contract was by a specified completion date of October 10. A 54-day extension would establish a new completion date of December 3. Liquidated damages accrue at the rate of $100 per day. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

483

7247

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

REFERRED TO
Cooper Porter
By Asst. State Hwy. Engr.
Info

October 28, 1969

Walter Lowe, President
ATLAS BUILDING WRECKERS &
TERMINAL TRANSFER, INC.
2035 N. Willamette Boulevard
Portland, Oregon 97217

Re: Contract No. 7247
Building Demolition

Dear Mr. Lowe:

Section 8-7 of the Special Provisions for Contract No. 7247 states that "work to be done under the contract shall be completed in its entirety not later than October 10, 1969."

Article 8-7 of the General Special Provisions, Schedule of Liquidated Damages provides for the payment of $100 per calendar day to the State for each calendar day elapsed in excess of the contract time.

54 days allowed

Your request for a sixty day extension of time has been submitted to the Construction Division for their consideration and submission to the Highway Commission. How many of the requested 60 days will be allowed by the Highway Commission is not known at this time.

Mr. James Don, Resident Engineer on this project, reports that less than 30% of the contract work has been completed to date. It is evident that at the present rate of progress, the building demolition will not be completed for several weeks.

NOTED
F. B. KLABOE

Present progress on the demolition of the Journal Building is unsatisfactory. It is requested that you expedite the balance of the work on this contract so that it can be completed at the earliest possible date.

A. E. Johnson
Metropolitan Engineer

By: J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

NOTED
FORREST COOPER

JHV:pb

cc: James Don
F. D. Morgan

1

RECEIVED
SEP 25 1969
FOR FILING

26-1183
7247

September 25, 1969

Bill Hall and
Tom Middleton
6116 N. E. 30th Avenue
Portland, Oregon 97211

Dear Bill and Tom:

Reference is made to your September 22 letter about obtaining portions of the old Journal Building now under demolition.

The building was purchased jointly by the City of Portland and the Highway Commission, and the demolition contract was let to Atlas Building Wreckers and Terminal Transfer, Inc. to tear down the structure and remove it from the area.

According to the terms of the contract, any parts of the building would now be the property of the contractors and you should contact them relative to your interest. Their address is: 2035 N. Willamette, Portland 97217; telephone, 289-5073.

Sincerely yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ums

cc Forrest Cooper
Victor D. Wolfe
F. B. Klaboe
A. E. Johnson
James Don
John Howard

6116 N. E. 30th Avenue
Portland, Oregon 97211
September 22, 1969

Mr. Glenn Jackson, Chairman
State Highway Commission
Salem, Oregon

Porter

Dear Mr. Jackson:

We wrote a letter to the Mayor of Portland asking if we could buy the very top part of the south tower of the old Journal Building--not the whole tower but between the big letter J up to the very top of the tower. He explained to us that it is not owned by the city of Portland, as we mistakenly believed, but by the State Highway Department. He said we could write to you for further information. So, we are asking the same question. . . Could we buy the top part of the south tower of the old Journal Building?

We are nine years old. We would like to make a door in it and use it as a clubhouse. We would appreciate it if you could put it at the lowest price possible if we can make the purchase. Do you know if it is empty, not solid inside?

Thank you.

Yours truly,

Bill Hall
TOM Middleton

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SEP 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1969

26-1183
724-1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 12, 1969

SUBJECT: Journal Building Demolition

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem, Oregon

On September 10, I discussed with Mr. Earl Bradfish of Commissioner Ivancie's office your proposal to eliminate the Class "B" AC from the subject contract. This is estimated to amount to $6,760. Under this proposition no sprinkler system, topsoil, or lawn construction would be substituted for the AC.

Inasmuch as Commissioner Glenn Jackson had called for a meeting of the task force on October 1 and a public hearing in the Council chambers October 14, Mr. Bradfish requested that a decision on elimination of the Class "B" AC be deferred until after the public hearing.

A E Johnson
A. E. Johnson
Metropolitan Engineer

AEJ:lh

cc: Commissioner Francis Ivancie
Attention: Mr. Earl Bradfish

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SEP 15 1969
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STATE HIGHWAY ENGINEER

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FOR FILE

26-1183

7247

Salem, Oregon 97310
July 16, 1969

Journal Building Demolition

Mr. A. E. Johnson
Metropolitan Engineer
Portland, Oregon

Please check with the City and get its approval to eliminate the Class B AC ($6,760) from this contract. The area should be dressed up a little, but no sprinkler system, topsoil, or lawn construction should be substituted for the AC.

I would also leave to your judgment the possibility of eliminating some or all of the chain link fence.

Please advise me after you have come to a conclusion.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
F. D. Morgan
Ivan Merchant

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

BW

26

Portland, Oregon
May 14, 1969

SUBJECT: Journal Building Demolition
Harbor Drive Section
Pacific Highway West

To: Mr. F.B. Klaboe
Assistant State Highway Engineer
Salem

Recently Mr. Don Bergstrom, City of Portland Traffic Engineer, called me regarding the elimination of the asphalt paving for a parking area on the subject section and substituting a planted lawn area. He indicated that Commissioner Ivancie may be interested in such a substitution.

We have prepared a cost estimate in order to determine the additional cost or credit for such a substitution, and attached herewith are copies of the estimate, which indicates there will be an additional cost of approximately $23,000.

A. E. Johnson
A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc

6 - 26

B/up ~~2 wks~~

~~6/12~~

7-3

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MAY 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Journal Building Demolition
Harbor Drive Section
Pacific Highway West

Cost Estimate to Delete Paving & Fencing
and
Substitute 12" Topsoil and Lawn over Area

Item	Unit	Amount	Allowance	Bid Amount	Price	Total
4" Concrete Floor Removal	Sq.Yd.	6470	630	7100	.75	5,325.00
General Excavation	Cu.Yd.	1425	145	1570	1.50	2,355.00
2" Steel Water Pipe	Lin.Ft.	400	40	440	3.50	1,540.00
Quick Coupler Valve	Each	3	--	3	12.00	36.00
Topsoil	Cu.Yd.	3040	310	3350	4.50	15,075.00
Lawn Construction	Acre	1.9	0.1	2.0	2000.00	4,000.00
						28,331.00
			+20%			5,669.00
Lawn Estimate			Total			34,000.00

Items that would be deleted from Contract:

Item	Unit	Amount	Allowance	Bid Amount	Price	Total
4' Chain Link Fence	Lin.Ft.	905	95	1000	2.15	2,150.00
4x20 Chain Link Gate	Each	2	1	3	100.00	300.00
Class B AC	Ton	770	75	845	8.00	6,760.00
						9,210.00
			+20%			1,840.00
						11,050.00

	34,000.00
	11,050.00
Additional Cost of Lawn against Paved Parking	$22,950.00

Journal Building Demolition
Harbor Drive Section
Pacific Highway West

Cost Estimate to Delete Paving & Fencing
and
Substitute 12" Topsoil and Lawn over Area

Item	Unit	Amount	Allowance	Bid Amount	Price	Total
4" Concrete Floor Removal	Sq.Yd.	6470	630	7100	.75	5,325.00
General Excavation	Cu.Yd.	1425	145	1570	1.50	2,355.00
2" Steel Water Pipe	Lin.Ft.	400	40	440	3.50	1,540.00
Quick Coupler Valve	Each	3	--	3	12.00	36.00
Topsoil	Cu.Yd.	3040	310	3350	4.50	15,075.00
Lawn Construction	Acre	1.9	0.1	2.0	2000.00	4,000.00
						28,331.00
			+20%			5,669.00
Lawn Estimate			Total			34,000.00

Items that would be deleted from Contract:

Item	Unit	Amount	Allowance	Bid Amount	Price	Total
4' Chain Link Fence	Lin.Ft.	905	95	1000	2.15	2,150.00
4x20 Chain Link Gate	Each	2	1	3	100.00	300.00
Class B AC	Ton	770	75	845	8.00	6,760.00
						9,210.00
			+20%			1,840.00
						11,050.00

	34,000.00
	11,050.00
Additional Cost of Lawn against Paved Parking	$22,950.00

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JUN 11 1969

OREGON STATE
HIGHWAY DEPARTMENT

26-1183

METROPOLITAN SECTION

7247

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

June 6, 1969

Mr. Don Bergstrom
Traffic Engineer
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Bergstrom:

Journal Building Demolition Contract

Recently you requested that we determine the cost, if any, of deleting in connection with the subject project the AC paving item intended to provide a parking area and substituting the placing of topsoil and lawn area.

Since our contract for the demolition of this building is a lump sum contract, such a change would have to be accomplished by a price agreement, and we have prepared an estimate for such a substitution resulting in an estimated cost of approximately $22,950.00. This will confirm that on this date I handed you two copies of such an estimate for your use in discussing this with Commissioner Ivancie. Since the contract has been awarded and the contractor is in the process of starting his work, we would request that you advise us as soon as possible the City's desire in this matter in order that consideration may be given also by the Highway Department.

Very truly yuurs,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh
cc: Fred Klaboe

RECEIVED
JUN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVE
JUN 3 - 1969
FO

26-1183

7247

June 3, 1969

Atlas Building Wreckers
& Terminal Transfer, Inc.
2035 N. Willamette
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7247 for building demolition on the Harbor Drive Section of the Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: Highlands Insurance Company
Marsh & McLennan, D. K. MacDonald & Co., Inc.
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. E. Johnson
James Don

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JUN 2 - 1969
FOR FILING

36-1183

4 1247

May 29, 1969

Mr. Thaddeus B. Bruno, Member
Oregon State Highway Commission
1014 Jackson Tower
806 S. W. Broadway
Portland, Oregon 97205

Dear Mr. Bruno: m - P c - P - J Bldg

At the last Commission meeting, you requested that I set down a few pertinent facts relating to the demolition of the Journal Building located between the Hawthorne and Morrison Bridges adjacent to Harbor Drive. c - P - M - P - Harbor Dr

The stretch of Harbor Drive here is now two lanes in each direction. As you are undoubtedly aware, Harbor Drive is essentially a six-lane facility except for this gauntlet section past the Journal Building. It has been our desire for many years to make Harbor Drive a full six-lane section. Furthermore, every plan that the State has ever developed concerning the improvement of this section to six-lane standards requires the removal of at least a portion of the building.

About a year ago, the opportunity to purchase the Journal Building came up. The State Highway Commission and the City of Portland jointly entered into agreements with the owners of the building for purchase at a price of $1,300,000. The agreement stated that the building was being purchased for the improvement of Harbor Drive to full standards. The demolition contract now under way will consummate the intent of the purchase agreement.

While the traffic on Harbor Drive at the location of the Journal Building is now about 32,000 cars per day, it will increase in a 20-year period to about 68,000 cars per day, even with the addition of the Stadium Freeway complex. Admittedly, four lanes are adequate to handle the existing 32,000 vehicles per day now existing. However, the restricted section and the very minimum standards to which it is built result in a hazardous condition and a bottleneck, particularly for southbound traffic. You will undoubtedly recall that just before the facility bottles down to four lanes, an additional on-ramp southbound from the Morrison Bridge via Front Avenue is added. This further complicates the matter.

Mr. Stan Terry has instituted an injunction suit attempting to stop the demolition of the building on the basis that it can be converted to useful purposes. He suggests further that the State Highway Department has not investigated the feasibility of eliminating the bottleneck by double-decking Harbor Drive adjacent to the Journal Building. As a matter of fact, we had looked into this possibility in the early 1950's when we were considering using Harbor Drive as a part of the Interstate System. The idea proved not feasible and the Interstate route was placed on the eastbank of the Willamette.

Since receiving Mr. Terry's complaint, we have again looked into the feasibility of double decking Harbor Drive and again find that it is not a feasible plan. For instance, in order to accomplish the purpose, we would have to raise the southbound lanes about 23 feet between the Hawthorne and Morrison Bridges. The ends would, of course, have to connect back down to ground level at these structures. This would require the use of 6+ percent grades and the incorporation of vertical curves which would allow a safe speed of only about 30 miles per hour (the safe speed should be at least 50 miles per hour). In addition, the cost of the viaduct section would approach $4 million and would establish a structure immediately in front of the businesses between Front Avenue and First Avenue if and when the Journal Building is ever destroyed. This, I feel, would be totally unacceptable to the City of Portland. You may recall that a few years ago we had a plan for making an Ash Street connection from Harbor Drive to the downtown core area and that this was unacceptable to the City.

Frankly, I do not know what the eventual concept of Harbor Drive is to be. As you know, a committee appointed by the Governor and headed by Chairman Jackson has been investigating this matter for several months. To the best of my knowledge, no decision has yet been reached. Nevertheless, as I stated earlier in this letter, any decision concerning this matter would require that Harbor Drive be six laned past the Journal Building which would, in turn, require the removal of the building.

There are some subsidiary benefits to the removal of the building that are not involved with the handling of traffic: one is the creation of more open space when the building has been removed; a second would be the enhancement of the property facing on Front Avenue in the immediate vicinity. I believe personally that the improvement of this area has been held back for many years due to the unattractive obstruction of the Journal Building.

If there is anything further that you need in this regard, please advise and I will do the best I can to supply it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter

Hand Delivered
to Mr. Bruno
on 5/29/69

RECEIVED
MAY 7 - 1969
FOR FIL

26-1183
7247

May 6, 1969

Atlas Building Wreckers &
Terminal Transfer, Inc.
2035 North Willamette
Portland, Oregon 97217

Gentlemen:

Enclosed are three copies of Contract No. 7247 for $148,000 awarded to you by the State Highway Commission on April 28, 1969. This contract is for building demolition on the Harbor Drive Section of the Pacific Highway West in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 10, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
James Don
A. E. Johnson

RECEIVED
JUN 27 1969

26-1183
7247

May 5, 1969

Hon. Francis J. Ivancie
Commissioner of Public Affairs
City of Portland
City Hall
Portland, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3560

AGENDA
MAY 28 1969
4d

Dear Commissioner Ivancie:

Attached is a fully executed copy of a supplemental agreement pertaining to the demolition of the Old Oregon Journal Building between Harbor Drive and S. W. Front Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

Attachment

cc F. B. Klaboe
H. S. Cox
Earl Saling - Velda DeGuire requested we send you a copy of this agreement when approved. This agreement was verbally approved on April 28 and will be on the May 28 agenda for confirmation.

RECEIVED
MAY 2 - 1969
FOR FILE

26-1183
7247

May 2, 1969

Oregon State Highway Commission

Gentlemen:

The Department has received an agreement from the City of Portland covering the demolition of the Old Oregon Journal Building (Market Building) between Harbor Drive and S. W. Front Avenue.

Basically, the agreement provides that the cost of demolition will be shared equally and that the State shall prepare the plans and let a contract to accomplish the work.

On April 28, Chairman Jackson verbally approved the agreement and authorized the Secretary to sign the agreement. The matter will be on the agenda for the May 28 meeting for your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. E. Rohde
L. H. Young
V. E. Skoog
A. E. Johnson

RLP:ms sr

RECEIVED
JUN 26 1969
FOR FILING

26-1183

7247

on agenda
mention amt

April 28, 1969

Atlas Building Wreckers
and Terminal Transfer, Inc.
2035 North Willamette Boulevard
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on April 22 accepted your proposal for demolition of the old Journal Building on the Pacific Highway West in the city of Portland and referred it to the State Highway Engineer with authority to award the contract as soon as approved by the City of Portland.

This approval has been received and the State Highway Engineer today awarded you the contract based on your bid for Alternate B at $148,000. This project has been assigned Contract No. 7247.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

A. E. Johnson
James Don
Frank Morgan
D. J. Barbee
H. W. McCauley (SIAC)
I. D. Merchant

RECEIVED
MAR 11 1969
FOR FILES

26-1183
7247

March 11, 1969

The Honorable Francis J. Ivancie
Commissioner of Public Affairs
City of Portland
City Hall
Portland, Oregon 97204

Dear Commissioner Ivancie:

Re: Journal Building Demolition, Portland, Oregon

Our present schedule for contracting the demolition of the Journal Building anticipates advertising the contract on March 27 and opening bids on April 17. In order that potential bidders may review and acquaint themselves with the project, its problems, and the potential salvageable materials, it is desirable that the building be vacated prior to advertising. I am advised that Mr. Reed of your Property Section has discussed this with our people and was working toward a March 25 deadline.

However, in our discussion on March 6, you expressed a desire to extend this deadline to May 1 and this can be accomplished providing that everything remaining in the building after March 27 (except occupant's property), which will not be subject to salvage by the contractor, is clearly marked or otherwise identified. Our specifications will specify that the building will not be available for demolition until May 1, and that there may be material and equipment in the building during the inspection period and up to May 1 which will not become the property or responsibility of the contractor. Unless this is clear to all concerned, serious misunderstandings could occur which might materially affect the bids and the execution of the contract.

At the present time, our estimate of the cost of the demolition is $274,000. This does not include any additional costs for placing this material in Powers Marine Park as proposed by the City.

The contract is being prepared with two alternates. Under either alternate, sufficient suitable rubble will be placed in the basement area and in the utility tunnel areas to provide a level surface. This will stabilize the basement walls which support Harbor

Drive and will leave a uniform area which presumably could be utilized for car parking or some other use with a minimum of preparation. Under one alternate plan, all remaining materials would become the property of the contractor and would be his responsibility. Under the other plan, that portion of the remaining material which is suitable for fill material would be reduced to a specified size and placed in the designated embankment area on the proposed access roadway to Powers Marine Park, as provided by the City.

After bids are received, the City would presumably determine whether the difference in cost to have the material placed on the roadway was justified and would have the option of paying the difference and use that alternate bid, or else the material would become the contractor's property and responsibility under the other plan.

If this is not in agreement with your understanding or desires on this matter, please advise me. Of course, all this is dependant upon having an executed agreement prior to the advertising date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
H. S. Cox
A. E. Johnson

ADO:jp srb

RECEIVED
FEB 4 - 1969

FOR FILING
26-1183
7347

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

January 14, 1969

From Bureau of Parks

To Department of Public Affairs

Addressed to Commissioner Francis J. Ivancie

Subject Disposal of materials resulting from demolition of old Journal Building

Dear Commissioner Ivancie:

In reference to disposing of the materials from the demolition of the Journal Building structure, the Bureau of Parks has had two alternate sites for accepting the concrete portions of this demolition project.

The first area considered was at Willamette Park where the material would be placed to form a breakwater that would form a lagoon to the south of an existing boat ramp. Since this structure would present problems of material placement and necessitate rerouting storm sewers at considerable cost, the second alternate of constructing an access road to Powers Marine Park was given priority.

This road to Powers Marine Park would start at the boat launching ramp north of the Sellwood Bridge and extend south approximately 1500 feet to a vehicle parking area within the park and traverse county-controlled land under the bridge. One other section that must be considered and protected is the water intake pipe to a pumphouse that serves Riverview Cemetery.

As of this date we have the approval of the Public Works Department of Multnomah County to cross their property with this fill and are in the process of reaching an agreement on protecting the cemetery pipeline.

A letter has been sent to the Oregon State Highway Department specifying that the concrete pieces be not more than 3 feet in the greatest dimension. Beyond this our concern is that the inclusion with the concrete of reinforcing steel, broken wood and other miscellaneous pieces of metal will produce a roadway with the consistency of a porcupine.

It is suggested that arrangements be made to reach an understanding among all concerned about the disposition of the various materials included in the demolition of this structure.

Very truly yours,

Harry B. Buckley
Superintendent of Parks

By
Roland B. Hall
Asst. Superintendent

RBH:mg

cc - Thoresen
Staley

2-11-69

REFERRED TO
Parks

NOTE
F. P. R.

RECEIVED
NOV 20 1968

FOR FILING

26-1183

72-41

2554

November 19, 1968

The Honorable Francis J. Ivancie
Commissioner of Public Affairs
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Ivancie:

Discussions have been held between A. E. Johnson, Metropolitan Engineer, and Mr. Buckley and his staff in regard to the demolition of the Journal Building and possible use of the rubble by the City of Portland Parks Department.

Mr. Buckley requested information regarding the possible completion date of the demolition contract, amount of rubble available to the City, and whether or not we contemplate filling the basement of the Journal Building with a portion of the rubble.

Until we have reviewed the suggested plans and specifications which Mr. Buckley expects to supply us by December 1, we would be unable to project a possible completion date for the work.

Information previously received from Mr. Lang, architect for the Park Bureau, indicates approximately 24,800 cubic yards of concrete, 2,000 cubic yards of tile walls, et cetera, and 600 cubic yards of plaster and lath in the building. We have accepted these figures and made no attempt to check them.

Our present thinking would be to fence the basement and not put any rubble in it. All rubble would be available to the City or would be otherwise removed from the area. Final treatment of the basement area would depend on the plan of development which evolves.

If you have any suggestions or comments, please contact me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
A. E. Johnson

ADO:jp srb

RECEIVED
OCT 1 8 1968
FOR FILING

Const
Brdg
Munc - Portland
Journal Bldg

2554

Salem, Oregon 97310
October 18, 1968

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention Mr. D. J. Barbee

At our last meeting with Mr. Ivancie, Al Johnson was instructed to confer with Mr. Buckley and determine how they wished to use the rubble from the Journal Building. When you have received this information, please check further with me. You will also recall that we have a target date for contracting the removal work of next February.

If practical, we will write the specs for disposal up on alternate bids and the City will pay the difference if they want the material.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe

RECEIVED
OCT 25 1968
FORM E-30 50M 12-63 84076

FOR FILE

26-1183
7247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 24, 1968

To: MEMO TO THE FILE

SUBJECT: Journal Building Demolition Contract, Harbor Drive Portland

On October 21, Commissioner Frank Ivancie called and requested that we not demolish the Chamber of Commerce building under the Journal Building demolition contract tentatively scheduled for next February. He is now occupying the building and wants to continue to do so as long as it is possible.

I told him "O.K".

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
H. S. Cox
A. E. Johnson

[illegible]
MAY 22 1968

FOR FILING

Pendleton

Thaddeus B. Bruno, Member
Portland

26-1183
7347

May 21, 1968

Oregon State Highway Commission

Gentlemen:

Attached is a copy of a letter received May 17 from Francis J. Ivancie, City Commissioner of Portland, in which a proposal is made that the State and the City share the cost of demolition of the old Journal Building on a 50-50 basis. This is based on the assumption that the building will be acquired.

I discussed this matter with Chairman Jackson by telephone, and he has indicated that this proposal is satisfactory.

No further action is necessary at this time, but it is presumed that ultimately an agreement will be consummated.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
George Rohde
David Moehring
A. E. Johnson
L. W. Rulien

MAY 22 1968

Pendleton
Thaddeus B. Bruno, Member
Portland 126 + 1183
7247

May 21, 1968

The Honorable Francis J. Ivancie
Commissioner of Public Affairs
City of Portland
City Hall
Portland, Oregon

Dear Commissioner Ivancie:

I have your letter of May 16 re demolition of the old Journal Building.

I have discussed this matter informally with the members of the State Highway Commission, and they indicated that the arrangements appear to be satisfactory subject to working out details at the appropriate time.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
George Rohde
D. H. Moehring
H. S. Cox
A. E. Johnson
L. W. Rulien

26-1626 SW Barbur Blvd. (Portland) Sec. 1969
Pacific Hwy. W. at 64th Avenue
#7248 (Traffic signals)

C4H 3702

RECEIVED
JUN 17 1970

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

26-1126

7248

June 12, 1970

Mr. John W. Sonderen
814 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Sonderen:

Your letter of May 28 relative to appeal of assessment of liquidated damages on McCoy Electric Company's contract number 7248 has been referred to me by Mr. Floyd Query, Secretary to the Oregon State Highway Commission.

I have reviewed the circumstances leading to the assessment of liquidated damages on this project and I will be available to discuss this matter with you in my office. Please contact me in order that we may set up a convenient time and date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:dh

cc Floyd Query
L. W. Rulien

NOTED
FLOYD QUERY

RECEIVED
JUN 3 - 1970
FOR FILE

26-1636
7248

June 3, 1970

Mr. John W. Sonderen
814 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Sonderen:

Your letter of May 28 states that you wish to appeal a liquidated damage charge made by the Commission against McCoy Electric Company on Contract No. 7248 for installation of a traffic signal on S.W. Barbur Boulevard.

This contract was handled by our Bridge Division and it's suggested that you get in touch with Mr. Ivan Merchant, Bridge Engineer. A copy of this letter and your letter is being sent to Mr. Merchant.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

cc Ivan Merchant

LAW OFFICES OF
JOHN W. SONDEREN
814 OREGON BANK BUILDING
PORTLAND, OREGON 97204
CAPITOL 2-9849

May 28, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Contract No: ~~74225~~ 7248
Traffic Installation on
S. W. Barbur Boulevard

Dear Mr. Query:

This office represents the McCoy Electric Co. who was penalized $1,150 by the department for failing to meet a contract completion date.

It is our position that this delay was caused by the interworkings of the department and that a refund should be made to my client in the amount penalized.

I have investigated this matter with the pole supplier and the sub-contractor. At this time, I am requesting an opportunity to present this matter to the commission. Would you please advise me of a date and time when this matter could be brought before the commision, or the proper person in the department to submit our grievance.

Very truly yours,

John W. Sonderen

John W. Sonderen

JWS:par

cc: McCoy Electric Co.

RECEIVED
MAY 29 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 2 - 1970
FOR FILING

26-1626

7247

#4
NOA

April 28, 1970

McCoy Electric Company
2002 S. E. Clinton Street
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on April 21, 1970, considered your request for an additional 23 days to complete one phase on Contract No. 7248 for a traffic signal installation on S. W. Barbur Boulevard in Portland.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc F. D. Morgan
Ivan Merchant
V. E. Skoog
L. W. Rulien
J. X. Wilson

E—320 (Rev.5—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 2-4, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 143 days, within which to complete our Contract No. 7248, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 10-1-69 was last day of contract, but didn't receive anchor bolts and poles until week of 10-12-69

Respectfully submitted,

McCoy Elec Co
Contractor

By John Kugler

CONSENT OF SURETY

Date FEBRUARY 9, 1970

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
Attorney-in-fact
COUNTERSIGNED:
WELLS-REED-WOOD-WEST Co.
BY:
Resident Agent

(SEAL)

RECEIVED
MAR 30 1970
DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7248 Contractor Baley Electric Co.

Highway Pacific Highway East

Section S. W. Barbur Blvd. (Portland)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED.~~ The reasons for such recommendation are as follows:

The contractor's claim of unreasonable delay in approval of shop drawings by the State is not substantiated in fact. Delays that may have occurred in the approval of said drawings were the results of the handling of the shop drawings by the contractor and his supplier.

Recommended for Approval:

Allan Haywood
Asst.
Division Engineer

Forrest V. Merchant
Construction Engineer or Bridge Engineer

Tom Edwards
Asst. State Highway Engineer

Contract No.	7248
Project designation	State (State-Federal)
Date awarded	May 22, 1969
Work started	August 4, 1969
Per cent completed	100 December 1, 1969
No. of Workdays Allowed	a) 120 b) 240
No. of Workdays Used	a) 143 b) 161
No. of Added Workdays Requested	23 (a)

State Printing 37980

McCOY ELECTRIC CO. Electrical Contractors

GENERAL, INDUSTRIAL AND COMMERCIAL INSTALLATIONS

2002 S. E. CLINTON STREET • PHONE 234-7521
PORTLAND, OREGON 97202

August 20, 1969

Oregon State Highway
P. O. Box 65
West Linn, Oregon 97068

Attn: Mr. J. X. Wilson
Resident Bridge Engineer

Gentlemen:

We wish to make a request for an extension of time on the Traffic Signal job at S. W. 64th and Barbur Blvd. At the present time we cannot tell if additional time will be necessary, but we want to be prepared. It will depend on Econolite Corp.

We received the State contract on June 1, 1969.
Calendar days were started on June 4, 1969.
All material was ordered on June 6, 1969.
The first drawings by Econolite were returned by the State June 20, 1969, for resubmittal.
Approved drawings returned by the State on August 6, 1969.
Mailed to Econolite Corp. on August 10, 1969.
Econlite Corp. letter to Weld-Rite August 11, 1969.

We enclose copies of the original orders and all letters pertaining to the Barbur Blvd. installation.

Yours truly,
MC COY ELECTRIC COMPANY

By John J. Kugler
John J. Kugler

JJK:hs
Encl.

RECEIVED
AUG 21 1969
RES. ENGR.

RECEIVED
[illegible] 30 [illegible]
[illegible]

RECEIVED
APR 21 1970
FOR FILING

36-1636
7248

April 21, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
April 21, 1970 meeting
NOA Item

McCoy Electric Company, contractor on the Barbur Boulevard traffic signal installation project in Multnomah County, Contract No. 7248, has requested that he granted an additional 23 days to complete one phase of the project without assessment of liquidated damages.

The contract specified completion of Phase A (placing the traffic signals in operation with a temporary controller) on October 1, 1969.

The contractor submitted shop drawings for poles to the State on July 31, 1969, which were returned marked "Approved as noted" on August 5, 1969. There were some later discussions via telephone concerning the specifications for material for base plates for the poles and an amended set of drawings were submitted for the record.

However, there was no undue delay on the part of the State in approving any of the details. For this reason, we recommend that the extension not be granted and that the contractor be assessed liquidated damages for 23 days of overrun in the total amount of $1,130.

Phase B of the contract was completed within the time specified.

This matter will be presented for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
Ivan Merchant
F. B. Crandall
L. W. Rulien

TE:sr/TE:ja sr

E—330 (Rev.9—5M—3-60)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 2-4, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 143 days, within which to complete our Contract No. 7248, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

10-1-69 was last day of contract, but didn't receive anchor bolts and poles until week of 10-12-69

Respectfully submitted,

McCoy Elec Co
Contractor

By John Kugler

CONSENT OF SURETY

Date FEBRUARY 9, 1970

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Attorney-in-fact
COUNTERSIGNED:
WELLS-REED-WOOD-WEST Co.
BY: Resident Agent

(SEAL)

RECEIVED
MAR 30

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7248 Contractor McCoy Electric Co.

Highway Pacific Highway West

Section S. W. Barbur Blvd. (Portland)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED.~~ The reasons for such recommendation are as follows:

The contractor's claim of unreasonable delay in approval of shop drawings by the State is not substantiated in fact. Delays that may have occurred in the approval of said drawings were the results of the handling of the shop drawings by the contractor and his suppliers.

Recommended for Approval:

Asst. Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~ Bridge Engineer

Asst. State Highway Engineer

Contract No. 7248
Project designation State State-Federal
Date awarded May 22, 1969
Work started August 4, 1969
Per cent completed 100 December 1, 1969
No. of Workdays Allowed a) 120 b) 240
No. of Workdays Used a) 143 b) 181
No. of Added Workdays Requested 23 (a)

State Printing 27880

RECEIVED
MAR 9 - 1970
FOR FILING

26-1626

7248

March 9, 1970

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $197.89 will be made to McCoy Electric Company on Contract No. 7248 for a traffic signal installation on S. W. Barbur Boulevard in Portland, Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $25,606.89 including the post-final payment. Of the total $197.89 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc McCoy Electric Company
2002 S. E. Clinton Street
Portland, Oregon 97202

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
A. E. Johnson

RECEIVED
FEB 2 - 1970
FOR FILING

26-1626
7248

February 2, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed December 1, 1969, on Contract No. 7248. The contract was with McCoy Electric Company and was for a traffic signal installation on S. W. Barbur Boulevard (Portland) Section of the Pacific West Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the February 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
I. D. Merchant
L. E. Young
A. E. Johnson

srb fn

RECEIVED
FEB 2 - 1970
FOR FILING

26-1626
7248

February 2, 1970

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7248 awarded to McCoy Electric Company for traffic signal installation on S.W. Barbur Boulevard in the city of Portland on Pacific Highway West in Multnomah County was completed on December 1, 1969, and accepted by the Highway Commission on February 2, 1970.

Final payment in the amount of $1,331.95 will be released to the contractor after February 9, 1970. The total contract amount is $25,489.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Great American Insurance Company
McCoy Electric Company
Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Herr
A. E. Johnson

NOTED ON CARD
2-2-70 CR

C

RECEIVED
JUN 5 - 1969
FOR FILES
26-1626
7248

June 4, 1969

McCoy Electric Company
2002 S.E. Clinton Street
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7248 for traffic signal installation on S.W. Barbur Boulevard in the City of Portland on Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosure

cc: Great American Insurance Company
Wells-Reed-Wood-West Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
A. E. Johnson
J. X. Wilson

RECEIVED
JUN 26 1969
FOR FILING

26-1626

7248

May 22, 1969

McCoy Electric Company
2002 S.E. Clinton Street
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for traffic signal installation on S.W. Barbur Boulevard Section in the City of Portland of Pacific Highway West in Multnomah County for the sum of $26,639 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Multnomah County is received and the sum of $15,500 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7248.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 4, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
A. E. Johnson
J. X. Wilson

RECEIVED
APR 25 1969

FOR FILING

26-1626
7248

7247
7015'

April 25, 1969

Multnomah County Board
of County Commissioners
Multnomah County Courthouse
Portland, Oregon 97204

Gentlemen:

On April 17 bids were opened for the installation of traffic signals at the intersection of Barbur Boulevard (US99W) and S. W. ~~63rd~~ 64th Avenue near Tigard.

The low bid was $26,639. The engineering and contingency costs are estimated at 14½ percent, or $3,863. By the terms of the agreement, the State is to pay a lump sum of $5,500 for the cost of the signalization of the intersection of the two on-ramps to Interstate 5. The total cost to be shared thus becomes $25,002 and the County's share of the total cost will be $12,500.

If you will submit your check for $12,500, we will proceed to award the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. M. James Gleason
Mr. L. W. Aylsworth
Mr. David Eccles
Mr. Donald E. Clark
Mr. Mel Gordon

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
E. S. Cox
C. H. Maison

VPJ:ji ja

RECEIVED
APR 24 1969

26-1626
7248

March 13, 1969

MISC. CONTRACTS and
AGREEMENTS No. 5702

4 N

3-11-69

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attention: Dorothy Decker
Clerk of the Board

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals at the intersection of Barbur Boulevard and S. W. 64th Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(Conformed agreement attached)

RECEIVED
FEB 6 - 1969
FOR FILING

26-1626
7248

February 6, 1969

7015

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Multnomah County for the installation of traffic signals at the intersection of Barbur Boulevard (US99W) and S.W. 64th Avenue.

This agreement provides that the State shall do the work. The total estimated cost shall be shared equally between the State and the County, with the exception of $5,300 for the signalization of the intersection of the on-ramps to I-5 which will be borne entirely by the State. The State's share of the entire project will be $18,250, to be taken from Minor Betterment Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

VPJ:njc lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
C. H. Maison
L. W. Rulien

RECEIVED
NOV 2[illegible] 1968
FOR FILING

26-1626
7348

November 26, 1968

7015

Mr. Robert L. Nordlander
Director of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Dear Mr. Nordlander:

This will acknowledge your letter of November 15 concerning the signalization of the intersection of Barbur Boulevard and S. W. 64th Avenue.

The arrangement which you propose, whereby the State would bear all cost of the signalization of the intersection of the two on-ramps to I-5 and the State and County share equally in the cost of signalization of the intersection of S. W. 64th Avenue and Barbur Boulevard proper, is satisfactory to this office.

There are attached two copies of an agreement covering the new arrangement. Will you please arrange for the signing of these agreements by the Board of County Commissioners and return them to this office. We will then arrange for their approval by the State Highway Commission, after which you will be furnished with a fully executed copy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc. (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. W. Rulien (enc.)

VPJ:ji ja

RECEIVED
NOV 18 1968
TRAFFIC ENGINEERING

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, [redacted] DIRECTOR, DEPARTMENT OF PUBLIC WORKS

MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

November 15, 1968

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Assistant State Highway Engineer

RE: Signalization Intersection of S. W. 64th Avenue and Barbur Boulevard

Gentlemen:

Regarding your request for Multnomah County to participate financially in the installation of traffic signals at the intersection of S. W. 64th Avenue and S. W. Barbur Boulevard and the intersection immediately south thereof, Multnomah County is willing to participate on a fifty-fifty basis the cost of installation of signals at the intersection of S. W. 64th Avenue and Barbur Boulevard only.

We feel the Barbur Boulevard intersection certainly is affected by S. W. 64th Avenue, a County road. The intersection immediately south thereof however we feel involves only State Highway facilities and the cost of signalization of this intersection should be borne by the Oregon State Highway Department. We would appreciate your preparing the necessary documents for County participation in signalization of the S. W. 64th Avenue and Barbur Boulevard intersection.

We look forward to receiving the above stated documents.

Very truly yours,

Robert L. Nordlander
ROBERT L. NORDLANDER
Director of Public Works

RLN:ebs

Bud Pls RD

NOTED
TOM EDWARDS

RECEIVED
NOV 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1968
FOR FILING

26-1626
7248

October 16, 1968

Mr. Robert L. Nordlander
Director of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (No. 7924)
F. B. Crandall (enc.)
H. S. Cox (enc.)
L. W. Rulien (enc.)

Dear Mr. Nordlander:

Reply is made to your letter of October 14 concerning the proposal to the County to signalize the intersection of S. W. 64th Avenue and Barbur Boulevard on a fifty-fifty participation basis.

The matter of participation in signal installations has been considered on many occasions by reason of statistics such as you present -- namely, that of traffic counts. Pursuing this line of reasoning, if only one percent of the traffic turned at an intersection, then the participation would be one percent and, further, if no traffic turned the participation would be zero percent.

However, the mere presence of a street or approach to provide land service is the controlling reason for installation of a signal. The traffic count line of reasoning could be reversed to say that there is no need for a traffic signal for the through traffic. Following this premise, the entire responsibility would fall on the land use section of the traffic. The accident pattern is, in general, attributable to the land use function.

In weighing all of these things, the Commission has adopted a policy of a fifty percent participation and we would request the County's cooperation on this basis.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, [redacted], DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

October 14, 1968

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

.7924

Dear Mr. Cooper:

Regarding your letter of September 11, 1968, and the attached contract agreements for installation of traffic signals at the intersection of S. W. 64th Avenue and Barbur Boulevard and the intersection of S. W. 64th Avenue and the north bound on-ramp to the freeway, we feel a re-evaluation of Multnomah County's participation in this project is warranted. Enclosed herewith are traffic counts which indicate that S. W. 64th Avenue contributes 1,150 vehicles to the intersection with a total traffic of 17,600.

The intersection of S. W. 64th Avenue and Barbur Boulevard is further complicated by the approaches to I-5, both northbound and southbound. The majority of turning movements affecting this intersection appear to be from the Barbur Boulevard traffic and from personal observation these turning movements are creating problems.

We are in favor of signalizing this intersection; however, I feel that the participation by Multnomah County should be less than fifty percent for the signalization necessary at the intersection of S. W. 64th Avenue and S. W. Barbur Boulevard. With only six percent of the traffic to this intersection entering from 64th Avenue, it would appear that the major traffic problems are due to the heavy traffic load on S. W. Barbur Boulevard. We would appreciate your re-evaluation of our participation in this signalization.

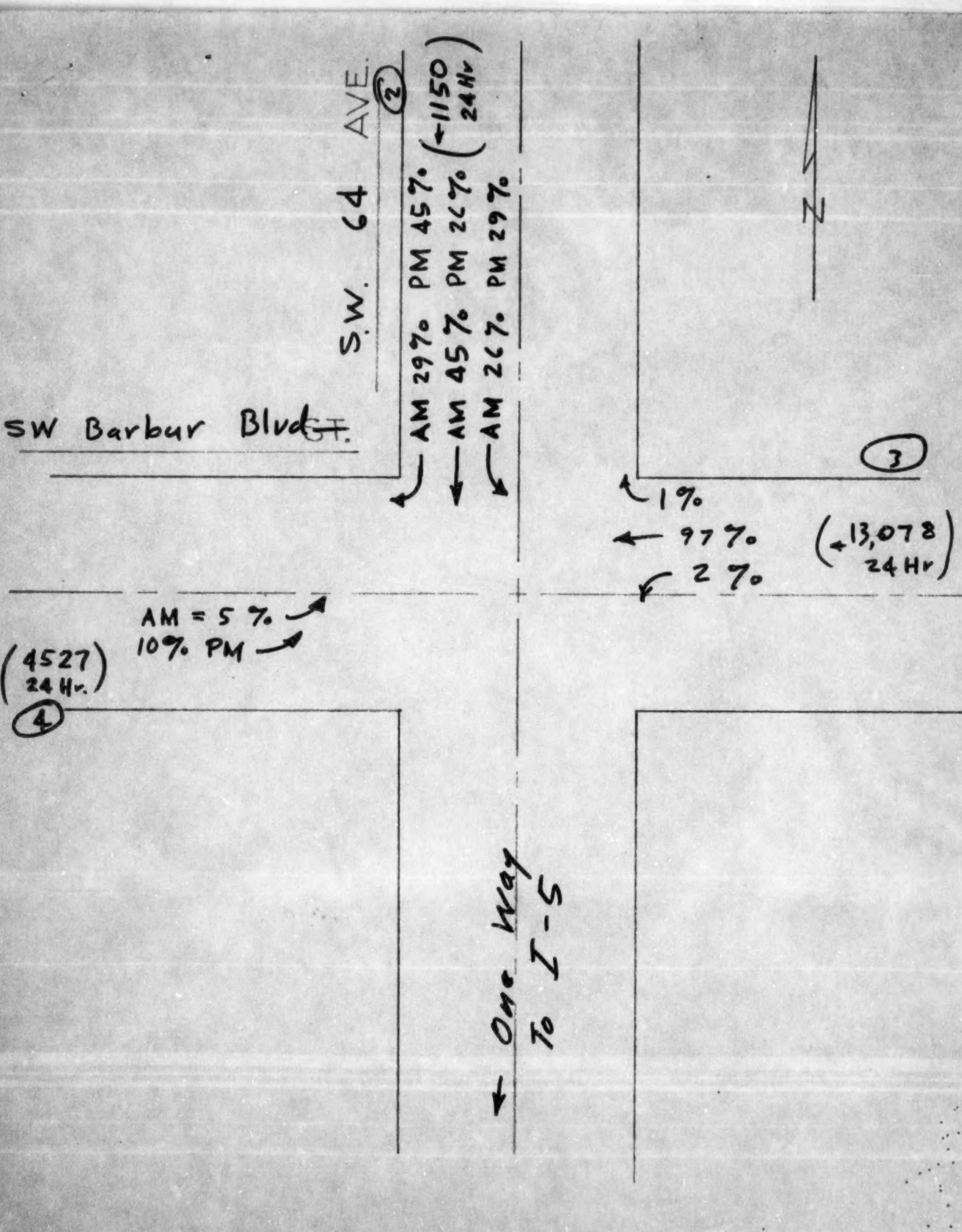
Very truly yours,

Robert L. Nordlander

ROBERT L. NORDLANDER
Director of Public Works

RLN:ebs
~~Contract agreements attached~~
Enc: Traffic Counts

RECEIVED
OCT 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER


S.W. 64 AVE.
②
SW Barbur Blvd~~St.~~
AM 29% PM 45%
AM 45% PM 26%
AM 26% PM 29%
(←1150 24 Hr)
N
③
1%
97%
2%
(←13,078 24 Hr)
AM = 5%
10% PM
(4527 24 Hr.)
④
One Way To I-5

MULTNOMAH COUNTY ROAD DEPARTMENT
AFFIC COUNTS SUMMARY SHEE

Weather Fair

From East On Barbur Blvd. From North On SW 64th Ave.

4 AM Peak   #2 AM Peak

TIME	Lt.	St.	Rt.		Total	Lt.	St.	Rt.		Total
7:00 - 7:15										
7:15 - 7:30										
7:30 - 7:45	3	241	1		245	15	16	8		
7:45 - 8:00	3	207	2		212	5	7	6		
8:00 - 8:15	7	146	5		158	0	7	7		
8:15 - 8:30	3	141	1		145	2	9	4		
8:30 - 8:45										
8:45 - 9:00										
9:00 - 9:15	2%	97%	1%			26%	45%	29%		
9:15 - 9:30										
9:30 - 9:45										
9:45 -10:00										
10:00-10:15										
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5:45 - 6:00										
6:00 - 6:15										
6:15 - 6:30										
6:30 - 6:45										
6:45 - 7:00										
TOTAL										

____ M to ____ M by ____ ____ M to ____ M by ____

____ M to ____ M by ____ ____ M to ____ M by ____

Date 9-25- 1968 Day Wed Intersection SW 64th & Barbur

Remarks (Unusual events influencing traffic) use other side of sheet.

all Rt turns were School Busses on Barbur in the A.M.

MULTNOMAH COUNTY ROAD DEPARTMENT
AFFIC COUNTS SUMMARY SHEE

Weather Fair

From East On Barbur From North On S.W. 64th Ave.

4 P.M. Peak # 2 PM Peak

TIME	Lt.	St.	Rt.		Total	Lt.	St.	Rt.		Total
7:00 - 7:15										
7:15 - 7:30										
7:30 - 7:45										
7:45 - 8:00										
8:00 - 8:15										
8:15 - 8:30										
8:30 - 8:45										
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1:45 - 2:00										
2:00 - 2:15										
2:15 - 2:30										
2:30 - 2:45										
2:45 - 3:00										
3:00 - 3:15	7	206	1		214	5	2	7		
3:15 - 3:30	2	230	3		235	4	3	5		
3:30 - 3:45	4	244	1		249	6	5	10		
3:45 - 4:00	6	281	2		289	3	4	8		
4:00 - 4:15	12	309	0		321	7	3	5		
4:15 - 4:30	9	336	0		345	0	6	4		
4:30 - 4:45										
4:45 - 5:00										
5:00 - 5:15										
% 5:15 - 5:30	2.4%	97.2%	.4%			29%	26%	45%		
5:30 - 5:45										
5:45 - 6:00										
6:00 - 6:15										
6:15 - 6:30										
6:30 - 6:45										
6:45 - 7:00										
TOTAL										

M to M by M to M by

M to M by M to M by

Date 9-24 1968 Day Tues Intersection 64th & S.W. Barbur

Remarks (Unusual events influencing traffic) use other side of sheet.

On Barbur From West 5% Lt. turn AM and 10% P.M.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract # 7214 folder #4 Ends with: Contract # 7248

FLASH CARDS: Begin Each Contract

Remarks: #7214 folder #4 continues from reel 138
#7248 continues on reel 140

Reel No. 139 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 19th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm